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DUBLIN

13th. December 1936

CHARLES E. ROFFEY,

the Owners Representative, proceed to and examine the Steel Screw Steamer,

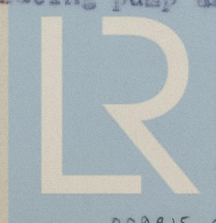
"EMPEROR OF HAVANA"

2156 Tons Register in order to examine repairs then being effected in consequence of damages alleged to have been sustained by Heavy Weather encountered during the voyage from Montreal to Limerick.

For particulars of casualty, see Log Books.

It was stated that after vessel discharged a cargo of Wheat at Limerick and was proceeding down the River, on the 13th. November 1936, the Independent Centrifugal Circulating Pump gradually ceased pumping water through the Condenser and ended only by churning up the water in its impeller casing.

The Ballast Donkey Pump was started to pump circulating water through the condenser in place of the Circulating pump and after a period of



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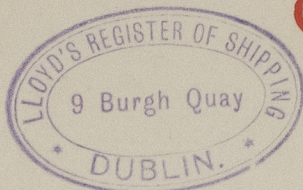
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S.S. "EMPEROR OF HAVANA"

about an hour and a quarter, stopped pumping and vessel had to anchor in the river.

14th. November Engineer Repairers were obtained from Limerick and taken off to vessel to effect necessary repairs to the Pumps.

On the 15th. November, an attempt was made to get vessel back to Limerick for repairs: vessel was steamed part way up the River with the Ballast Pump working on the condenser, and then had to anchor owing to the Ballast Pump again going out of action.

Eventually vessel was get into the Wet Dock at Limerick on the next tide, and moored at 3.30.A.M 16th. November 1926.

18th. November 1926 and subsequent dates, vessel then laying afloat alongside the Quay in the Wet Dock at Limerick, examined the Main Engine and auxiliary pumps as after herein mentioned and made such repairing recommendations as would restore the Pumps to as sound and seaworthy a condition as reported prior to above recorded casualty.

DEFECTS & DAMAGES

Main Independent Centrifugal Circulating Pump:-

Found pump casing and impeller removed to repairing works at Limerick: engine crank shaft disconnected and being relined up in bearings.

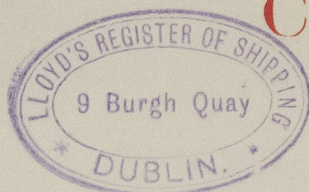
RECOMMENDATIONS

Agreed with the repairs then being effected to the impeller and its casing. Further recommended that the Engine crank shaft to be tried



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Found balance weights slack on crank webs.

Examined impeller and casing in machine at Repairing Works.

Found Impeller casings being machined in way of the Impeller side bearing surfaces.

The Impeller then in the lathe was found fitted with side bearing rims of brass which were being machined to fit to the machined halves of casing. It was stated by the Repairers that the Impeller was found to be worn slack between the casing side of approximately  $\frac{1}{8}$ " on one side and  $\frac{1}{4}$ " on the other side and that the Brass rim pieces were now fitted to fill up these apertures.

Cylinder found cracked through flange in way of stud hole and down the body for Two inches.

#### BALLAST DONKEY PUMP

Found suction and delivery valve chests opened up and new valve stopper pins being fitted.

The valve face of the Starboard

S.3. "EMPEROR OF HAVANA"

in lathe for truth: the crank balance weights removed, the holding down bolts of same drawn and renewed, liners fitted to sides of crank and balance weights, weights replaced and recess in weights around the nuts of bolts refilled with White metal.

Line up connecting rod and bottom end to crank pin.

Open up Cylinder and piston, and slide valve for examination.

Remove Cylinder, heat, acetylene weld crack and anneal Cylinder after welding.

Agreed with repairs then in hand.

Further recommended that all valve springs be renewed:

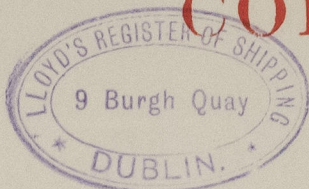
Owners spare

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G. 3. "EMPEROR OF HAVANA"

delivery valve seat was found slightly cut: it was stated by the Repairers that the seat was found slack when the chest was opened up.

The defective seat was drawn for Undersigned's inspection and found that its holding down in position was effected by being a driving fit in the casting.

The rubber composition valves found more or less worn and their holes enlarged.

The valve springs found all more or less broken.

Rings of both pistons drawn on Undersigned's recommendation for inspection, found to be worn and lacking spring tension: piece of metal  $2\frac{1}{2}$ " x  $\frac{1}{2}$ " broken off Starboard piston.

Plungers drawn on Undersigned's recommendation for inspection found in order, with the exception that no split pins were fitted in the holding down bolts of the built buckets.

valves fitted as required: the delivery valve chest covers be bored and  $\frac{1}{2}$ " diameter Brass stopper bolts fitted to same to bear down on top of delivery valve stoppers: Renew four delivery valve stoppers of extended length to pierce through delivery valve seats and bear down on suction valve stoppers.

Renew Four piston rings and the Starboard Side piston.

Fit Eight split pins in holding down bolts of both buckets.

Fit a new stopper pin in Starboard crosshead.



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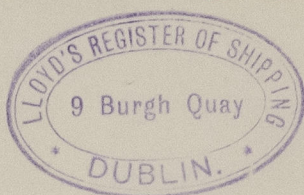
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S. 3. "EMPEROR OF HAVANA"

Valve spindle actuating arm stated bent and now faired.

MAIN INDEPENDENT FEED PUMP S  
(Two) Weirs, Patent

Stated by Chief Engineer that the after feed pump was feeding the Boilers when vessel commenced proceeding down the river and that it ceased to function: the after pump then started and soon afterwards also stopped: that he had the two pumps opened up and examined same and effected the following repairs:-

AFTER PUMP

Drew and examined plunger and and found same in good order. Found shuttle valve off the face and fitted a making up liner behind valve.

FORWARD PUMP

Drew plunger and found ebony rings broken: fitted two spare rings. Fitted a making up liner behind steam shuttle valve.

Cut down and re-grind in plug of change cock and repack gland.

Refit suction non-return and screw lifting valve into correct valve chests in suction manifold.

Test After and Forward Pumps on completion.

Supply two spare plunger rings.



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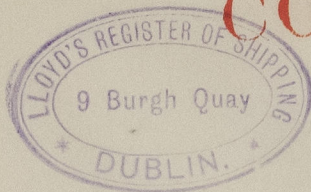
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S.3. "EMPEROR OF HAVANA"

Engineer stated that only two spare plunger rings were now left on board.

The After Pump being tested on Boilers from the sea, in Undersigned's presence, found to be drawing air through a change cock to Feed Tank and sea suction: the plug was found bottoming and not touching on sides.

It was further recommended that the connecting valves of the two Manifold suction chests be opened up for examination. It was found that these two valves had been fitted into the wrong chests: the non-return valve in the screw lifting valve chest and vice-versa.

GENERAL SERVICE PUMP

Tried Pump under steam and found that it would not start.

Recommended that the valve chest be opened up, valves drawn and

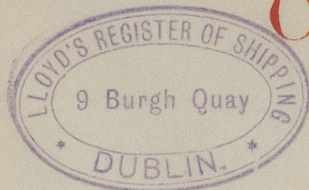
valve gear removed for examination



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S.S. "EMPEROR OF HAVANA"

Found Four Brass rings of  
shuttle valve worn and a piece  
broken out of one ring:

D. Valve face ~~xxxxxx~~ worn  
and face of shuttle valve also  
worn uneven: D. Valve off  
its face.

Shuttle valve and valve gear  
requiring adjustment.

Renew Four Brass rings of shuttle  
valves.

Scrape up faces of D. Valves and  
shuttle valves rebred and fit a  
making up liner.

Replace and readjust valve gear  
and settings.

Test Pump on completion on Boilers  
and tank suction.

#### MAIN ENGINE BILGE PUMPS

Recommended that the Suction  
and Delivery valve chests, be  
opened up for examination.

Found suction and delivery valve  
lids and seat mitres hammered  
and enlarged: after pump  
delivery valve seat loose and  
lid worn.

Disconnect and remove delivery  
valve chest of after bilge pump,  
machine out seat recess and fit  
a new seat: renew lid: fit two  
stopper pins in seat.

#### BILGE PUMP SUCTION MUD BOX

Recommended that Mud box be  
opened up for examination.

Found mud box choked with  
ashes and dirt.

Clear and clean out mud box and  
rejoint.



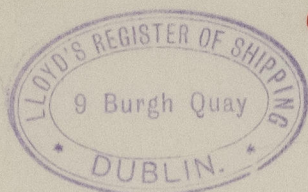
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Found small drain hole bored in underside of Main Injection pipe, and drain holes in a number of bilge and tank suction pipes.

The holes in the Cast Iron Tank suction pipes threaded for screwed cast iron plugs: one plug found attached to one pipe with piece of cord.

It was stated that vessel had been laid up prior to sailing on present voyage and it is the opinion that the holes were cut for drainage to prevent freezing up during the Winter.

Machinery space bilges full of water: water over D.B. Tank top on Starboard side: stokehold platform on Starboard Side awash and about Two Feet of water in tunnel.

It was stated that the water had accumulated in the Machinery Space through drainage from opened up Pumps for repairs,

## 3.1. "EMPEROR OF HAVANA"

Fit a belt into Main Injection pipe with an efficient washer and grummet.

Fit screwed plugs into suction pipes where already prepared: cut threads and fit tap bolts in drain holes of remaining pipes.

Supply Four pipe clips.

Recommended that the Ballast Pump be temporary repaired and all water pumped out of Machinery space and tunnel, afterwards the Pump to be permanently repaired.

Provide a workman with suitable equipment to descend into the Starboard Bilge and tunnel and trace suction pipes.



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clearing and testing of Tanks  
and bilge pipes.

A Hand Pump provided and tried  
on the Machinery Space bilges,  
but little impression, made in  
the depth of water.

The Ballast Donkey Pump being  
temporary repaired, the Port  
bilge was pumped out: no  
decrease could be made on the  
depth of water in Starboard  
bilge and tunnel.

Found Starboard bilge suction  
and tunnel well suction valves  
and a number of tank valves  
wrongly marked.

DYNAMO

Stated to  
have been opened up, overhauled  
and repaired with shore labour  
while vessel was discharging  
at Limerick.

Commutator now sparking.

### 3.3. "EMPEROR OF HAVANA"

Mark valves: remove identification  
plates and fit to correct valve  
chests.

Test all Bilge and Tank suction  
throughout vessel with Ballast Pump  
on completion.

On completion of pumping operations  
clean out all Machinery spaces,  
bilges, tank tops and tunnel, and  
clean all strum boxes.

Remove platform plate, etc, as  
necessary for access and replace.

Recommended that Dynamo be tried  
under steam for inspection.

Found commutator sparking.

To repair Dynamo, the armature  
requires stoving and re-varnish-  
ing: time did not allow of the  
recommended repairs being now  
effected.



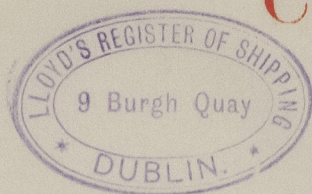
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3,3. "EMPEROR OF HAVANA"

Screw caps of Sounding pipes  
in tunnel of D.B. Tanks, found  
missing and found plugs inserted.

Fit ships spare screwed plugs  
to Sounding pipes.

On completion of repairs on the  
22nd. November 1936 all the auxiliary pumps were then in good  
running order: the Main Engines were tried under steam and found  
satisfactory and vessel proceeded on voyage towards Cadiz.

UNREPAIRED DAMAGES

FORE WELL DECK

Steam heating pipe between winch and No. 2. Hatch, Port Side,  
carried away.

Steam pipe casing at after end of No. 2. Hatch, Starboard Side,  
missing.

No. 2. Derrick crutch bent.

BRIDGE DECK

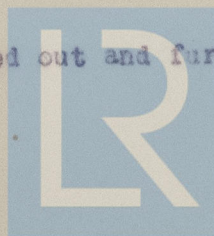
Starboard Alleyway door to Saloon and accommodation stove in.

Water in Saloon: officers accommodation and store rooms: furniture,  
upholstery and floor coverings, soiled.

Bath upset and drain pipes broken.

Galley flooded.

Engineers accommodation flooded out and furnishings soiled.



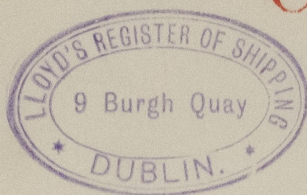
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3.3. "EMPEROR OF HAVANA"

Two Lifeboat covers torn and one missing.

Seams of Navigating Bridge Deck and bridge deck over Saloon and Accommodation, leaking.

One glass in Engine-room Skylight missing and one cracked.



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