

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

13 OCT 1945

Date of writing Report 12th October 1945 When handed in at Local Office 12th October 1945 Port of Southampton

No. in Reg. Book 07178 Survey held at Southampton Date. First Survey 8th August Last Survey 8th October 1945
(No. of Visits 8)

on the Machinery of the Wood, Iron or Steel M.S. "Empire Alderney"

Tonnage { Gross 288 Vessel built at Knottingley By whom J. Harker Ltd. Year. Month. 1944 6
Net 104 Engines made at Manchester By whom Grangeley Bros. Ltd. When 1944
Nominal Horse Power 116 H.P. Boilers, when made (Main) (Donkey)
No. of Main Boilers - Owners Ministry of War Transport Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers - Managers J. J. Metcalf Port Goole Voyage -
Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock Camper Nicholson's Yard
in Donkey Boilers - (State name of Dock.)

Particulars of Classification which must be inserted precisely as in Register Book & Supplements).

Last Report No. 52469 Port HullParticulars of Examination and Repairs (if any) Damage repairs

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " "

If not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed?

Yes

If so, state reasons

Renewed

Has the shaft now fitted been previously used?

No

Has it a continuous liner?

No

Is an approved oil retaining appliance fitted at the after end?

Yes

State date of examination of Screw Shaft

8th August 1945

State the wear down in the stern bush

Close fit

Is electric light and/or power fitted?

Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Now done for damage, the cause of which was stated to be unknown; This vessel had been in the hands of the U.M.S.R. when the stern tube, screw shaft and propeller were removed, blanks fitted and the vessel laid up in this condition.

Now done for repairs: - Vessel placed on slip-way, blanks removed, new stern tube, screw shaft, oil gland and propeller fitted. The sea connections with their inside and outside fastenings examined. All ship side valves and cocks opened up, examined, ground in and repacked.

A reconditioned Lancashire Dynamo & Bright 10 K.W. 110 Volt Generator No. 198651, driven by a reconditioned Fowler 20 H.P. oil engine No. 2010025 with a reconditioned Beavell compressor No. 86992 on a common base, driven through clutches have now been fitted on board. A plan of the switchboard modifications was submitted and approved 20/9/45, but this has been left in abeyance for the time being due to the urgency with which the vessel was required for service.

The existing auxiliary compressor has now been replaced with a new Hamworthy compressor No. 68049, Lloyd's tested 900/120 lb./sq. in. 18/7/45 A.F. and examined under working conditions and found satisfactory.

P.T.O.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel as now seen is in a good

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

and efficient condition and eligible in my opinion to remain as classed with fresh record of (N) J.S.O.G. 10.45 made in the Register book.

Survey Fee (per Section 29) £ : : Fees applied for 12/10/1945

Special Damage or Repair Fee (if any) (per Section 29.) £ 7 : 7 : 0 Received by me, A. Fowler

Travelling expenses (if chargeable) £ : : 19

Committee's Minute

TUES. 27 NOV 1945

Assigned

As now

S.N. 8.45

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

010495-010501-0227

"Empire Alderney"

Continued.

Attended on board during sea trials; machinery and stern tube examined under working conditions and found satisfactory.

New screw shaft stamped Lloyd's 9781 J.F.C. 29-5-45.

A. Fowler.



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