

Report of Survey for Repairs, &c., of Engines and Boilers.

Date of writing Report 19. When handed in at Local Office 14 MAY 1940 (Received at London Office MAY 15 1940)

No. in Reg. Book 28717 Survey held at Hull Port of HULL

Date, First Survey 29. 3. 40 Last Survey 12. 3. 1940 (No. of Visits 27)

Tonnage } Gross 5672
 Net 3445

Vessel built at Seattle, Washington USA By whom J. J. Duthie & Co. When 1919

Engines made at Hamilton By whom Hoover, Owens, Bentzler & Co. When 1919

Nominal Horse Power 550

Boilers, when made (Main) 1919 (Donkey) ✓

No. of Main Boilers 358

Owners Ministry of Shipping Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers none Managers Runciman (London) Ltd. Port London Voyage

Steam Pressure in Main Boilers 210 lb

in Donkey Boilers ✓

Surveyed Afloat or in Dry Dock Alexandria Dock.

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

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Year Month	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 Glass contemplated		
Examined	2.40	

Last Report No. Port Particulars of Examination and Repairs (if any) Glass contemplated

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? Yes

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

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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 P & C 17.4.40. S 30.4.40. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 210 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

Engine parts, when referred to by numbers, should be counted from forward. Is electric light fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

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

The following to examine and first entry particulars obtained:- the main engine MP & LP valves, the main engine crankshaft except MP bottom end LP top end & no 6 bearing, thrust shaft, screwshaft, sternbush, propeller, sea connections and fastenings, Condenser (to test), main and auxiliary pumps except aft independent feed and oil fuel transfer pumps, pumping arrangements, main and auxiliary steam pipes, dynamos, engines, switchboards, circuits, oil fuel burning installation and machinery to try under working conditions.

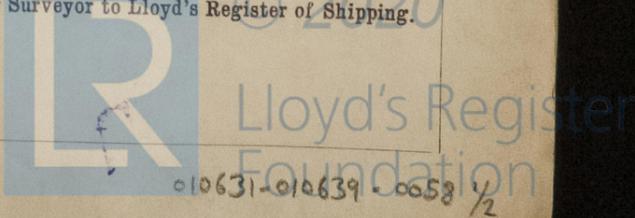
Now Done:- Examined main engine cylinders, pistons + HP valve, MP bottom end, LP top end, no 6 main bearing of crankshaft, aft independent feed pump, oil fuel transfer pump and intermediate shafting. P.T.O.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, so far as seen, is generally in good condition and eligible in our opinion to be classed in completion of classification survey.

Survey Fee (per Section 29)..... £ : :	Fees applied for 19 Received by me, 19
Special Damage or Repair Fee (if any)..... £ : :	
Travelling expenses (if chargeable)..... £ : :	

W.S. Shields & A. Clark Juniper Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute Assigned See report of Survey of the hull



Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

"EMPIRE GANNET" ex "LOUISIANAN"

Examined boilers internally and externally with all mountings doors and fastenings.

Examined boilers under steam and adjusted safety valves as above.

Generally examined machinery and fire fighting appliances

It was noted that the steam heating pipes passing through the cofferdam were leaking and will require to be renewed or repaired. It was stated this would be done on vessels return to U.K.

W. S. S. R. C. J.

It is submitted the vessel is
 eligible for the notation
 examined 5.40.

Wks Heating pipes in Copper dam to be
 repaired on return to UK.

GA
 22/5/40

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Lloyd's Register
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No. in
 Reg. Book
 28717

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Registers

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