

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

(Received at London Office 14 MAY 1941)

Date of writing Report 19 When handed in at Local Office 13:5:19 Port of Glasgow

No. in Reg. Book 88011 Survey held at Glasgow Date First Survey 8:4:41 Last Survey 11:4:19 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel M.Y. EMPIRE GAT

Tonnage Gross 871 Net 465 Vessel built at Glasgow By whom A. J. Inglis Ltd. When 1941-3

Nominal Horse Power 156 Engines made at Glasgow By whom British Auxiliaries Ltd. When 1941

No. of Main Boilers Owners Ministry of Shipping Owners' Address (Donkey) (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers Managers Port Voyage

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock (State name of Dock.)

in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) Repair

(Periodical Surveys, when held, must be reported in detail and serialim 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 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

Present condition of funnel(s) good

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

To what pressure were they afterwards adjusted under steam?

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?

, 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?

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 and/or power fitted

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?

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

Now done: Port auxiliary generator examined and entablature found fractured at junction of lower division plate and timing gear case. The engine was removed and a new engine No. K1/89717 fitted

906  
13/5/41

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far (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, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.) as now seen is in efficient condition and eligible in our opinion to remain as classed without fresh record of survey

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute GLASGOW 13 MAY 1941

Assigned At now without sub. card

J.R. Dale for self & N. Russell  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation  
013033-013041-0236

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

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



a new auxiliary engine was fitted  
to replace the one damaged beyond  
repair.

Noted.  
without special conditions.

L.H.  
16/5/41.



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