

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

(Received at London Office)

17 JAN 1949

Date of writing Report 4th Jan. 49 When handed in at Local Office 19 Port of PORT SAID

No. in Survey held at PORT SAID Date. First Survey 26.12.48 Last Survey 2.1.49 (No. of Visits 3)

Reg. Book. 58014 on the Machinery of the Tw. Sc. Steamer "EMPIRE HELFORD"

Tonnage { Gross 6852 Vessel built at Glasgow By whom Barclay, Curle & Co Ltd When 1915 Month. 5
 Net 4207 Engines made at Glasgow By whom Barclay, Curle & Co Ltd When 1915
 Nominal 889 Boilers, when made (Main) 1915 (Donkey) -
 Horse Power }
 No. of Main Boilers 6 Owners Ministry of Transport Owners' Address -
 No. of Donkey Boilers - Managers Lampport & Holt Line, Ltd (if not already recorded in Appendix to Register Book.)
 Steam Pressure 215 lbs Port London Voyage -
 in Main Boilers - If Surveyed Afloat or in Dry Dock Afloat
 in Donkey Boilers - (State name of Dock.)

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

CHARACTER.	Year assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
* for Special Survey.		
Date of last Survey and of Periodical Surveys.		

Last Report No. Port

Particulars of Examination and Repairs (if any) General Examination (2 months) +100A1

(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? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush

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?

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 General Examination (Two months maintenance of class)

The Chief Engineer stated that the Main and Auxiliary Machinery was working satisfactorily and in view of the limited period of class extension he did not consider it necessary to open up any parts of the machinery for overhaul or examination. Main Engines were examined at rest and found good and auxiliary machinery was examined under working conditions and found efficient. All boilers were stated to be in satisfactory working order and these were examined under steam and found good.

The steering engine was thoroughly tested and found efficient and the previously effected repairs to the cylinder block continued efficient.

The Chief Engineer states that a new cylinder block was forwarded to the vessel at the end of last April but, was of unsuitable size and was returned and he understands that a new and suitable cylinder block for the steering engine will be available upon the vessels arrival at a U.K. port.

General Observations, Opinion, and Recommendation: The machinery of this vessel, so far as now

(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.) CS 3,34,

seen, is in good condition and eligible in my opinion to remain as at present classed in the Register Book, without fresh record of survey.

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

Committee's Minute 11 FEB 1949

Assigned Deferred

(The Surveyors are requested not to write on or below the space for Committee's Minute)

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1020-0019