No. 42026

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

(Received at London Office WED. 21 JUN. 1922)

Date of writing Report 19. 6. 1922 When handed in at Local Office 19. 6. 1922 Port of Glasgow

No. in Book. Survey held at Clydebank Date, First Survey 29th May Last Survey June 4th 1922 (No. of Visits 7)

Survey on the Machinery of the ~~Wood, Iron or~~ Steel Empress of Australia, Ex Empress of China Ex Empress. Master

Tonnage { Gross 21498 Net 11749 } Vessel built at Stettin By whom Vulcan Werk A.G. When 1914 (YEAR. MONTH.)

Registered Horse Power ✓ Engines made at Stettin By whom Vulcan-Werk A.G. When 1914

No. of Main Boilers 14 Boilers, when made (Main) 1914 (Donkey) ✓

No. of Donkey Boilers ✓ Owners Canadian Pacific Ry Co Port London Voyage

Steam Pressure— In Main Boilers 245 In Donkey Boilers If Surveyed Afloat or in Dry Dock (State name of Dock.) Afloat

Last Report No. Port

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 Class Contemplated.		

Particulars of Examination and Repairs (if any) Completion of Machinery Survey

Periodical Surveys, when held, must be reported in detail and seriatim 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? no

Do. " 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? no To what pressure were they afterwards adjusted under steam? 245

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 Boiler? —

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

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

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

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

Is the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? ✓

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

In accordance with instructions contained in the London letter of May 30th proceeded to this vessel at Clydebank and examined the thrust blocks on the turbine shafts, found the white metal of pads slightly scored. A new set of pads have now been fitted, the machinery was tried on the measured mile when all worked satisfactorily, the safety valves of the main boilers having been reported leaking were overhauled ground up and readjusted to the above working pressure.

General Observations, Opinion, and Recommendation :—

(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, or ✠ L.M.C. 9,11' 140 lb., F.D., &c.)

The above report for the information of the Committee

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

Survey Fee (per Section 28) £10 : 0 : 0 Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 28.) £ : : Received by me, 22/7/22

Travelling Expenses (if chargeable) £ : :

A. McKeand
Engineer Surveyor to Lloyd's Register of Shipping.

GLASGOW 20 JUN 1922

TUE JUL 18 1922

Committee's Minute See Hom. F.6. No. 15069

Assigned Transmit to London

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

If Stockless, state Mechanical Tests.

W1086-0099

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