

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

No. 46750

15 JUN 1927

(Received at London Office)

Date of writing Report 10 When handed in at Local Office 10-6-1927 Port of Glasgow
 No. in Reg. Book. 69083 Survey held at Glasgow Date, First Survey 20th April 1926 Last Survey 7 June 1927
 on the Machinery of the Wood, Iron or Steel T.S.S. EMPRESS OF AUSTRALIA (No. of Visits 191)
 Tonnage { Gross 21861 Vessel built at Stettin By whom Vulcaniska A.G. When 1914
 Net 12292 Engines made at Stettin By whom Vulcaniska A.G. When 1914
 Nominal Horse Power 3480 Boilers, when made (Main) 1914 (Donkey) ✓
 No. of Main Boilers 14 Owners Canadian Pacific Rly. Co. Owners' Address _____
 No. of Donkey Boilers ✓ Managers Canadian Pacific Steamships Ltd (If not already recorded in Appendix to Register Book).
 Steam Pressure in Main Boilers 242 lb Port London Voyage _____
 in Donkey Boilers ✓ Surveyed Afloat or in Dry Dock Fairfield Basin & Green Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port + L.M.C.
 Particulars of Examination and Repairs (if any) + N.E. & B.

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 details 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? New Boilers now fitted

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? _____ 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 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 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 the 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? _____

Is the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? _____

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

The original boilers, turbines, fittings, transformers, thrust blocks, shafting, stern tubes and propellers as per Hamburg F.E. Report No 15069 have now been removed and new boilers and machinery as per New Castle and Glasgow F.E. Reports Nos 80832 and 46750 fitted. Remaining auxiliaries overhauled. Turbine, gear case, thrust, auxiliary and boiler settings removed. All fresh, air and salt water, main circulating, forced lubrication, oil cooling, ballast, ore lifts and sanitary pumps overhauled. Forced draft fans and arrangements removed. Two Diesel generators as per London Report No X with the necessary fuel tanks, pumps and connections fitted for supplying current for lighting etc. additional to existing turbo generators.

Mail steam piping and greater part of auxiliary steam piping (Cont'd.)
 General Observations, Opinion, and Recommendation: The machinery of this vessel is in a good and efficient condition and suitable, in my opinion to service + L.M.C. 6.27. + N.E. & B. 6.27. T.S. (CL) 6.27 + fitted for oil fuel 5.22. F.P. above 150° F. as per Glasgow First Entry Report No 46750

Fee (per Section 28) £ ✓ Fees applied for _____
 Damage or Repair Fee (if any) (per Section 28.) £ ✓ _____
 Working Expenses (if chargeable) £ ✓ Received by me, _____

W. L. Lane
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 14 JUN 1927
See accompanying report.

FRI. 24 JUN 1927
 FRI. 29 JUL 1927



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

As a Certificate required? If so, to be sent to _____

Glasgow

Continuation of Report No. 46750 dated 7.6.27 on the

T. S. S. 'EMPRESS OF AUSTRALIA'

and all feed etc. piping removed, remaining auxiliary steam piping tested and found satisfactory. Oil fuel installations, pressure system with fittings removed, tested as per Rules and found satisfactory.

Bilge, ballast, and oil fuel suction systems removed, cleaned and refitted. Oil fuel suction system tested as per Rules and found satisfactory. Oil fuel settling tanks examined. One duplex pump 330 x 220 x 350 mm. in forward boiler space has now been disconnected from main bilge suction system. The pumps now connected to main bilge system being as stated in Glasgow F.E. Report. 46750.

Vessel placed in dry dock, -

Stem brackets refitted and new stem tubes, propeller shafts and propellers fitted. Main circulating inlet and discharge valves (on m.t.s.), boiler and separator blow down cocks, sanitary, refrigerating, oil cooling and auxiliary Diesel engine circulating valves removed. Remaining ship side valves, cocks and fastenings, examined and overhauled.

Provision has now been made for the carriage of refrigerated cargo as per particulars attached.

W. Lane