

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

(Received at London Office 16 MAY 1941)

Date of writing Report March 21st 1941 When handed in at Local Office Batavia in Port of Batavia

No. in Book 1028 Survey held at Batavia Date First Survey 21.3.41 Last Survey 21.3.41 1941
(No. of Visits 1)

on the Machinery of the Steel S.S. "EMPIRE LIGHT"

Gross Tonnage 6956.828 Vessel built at Glasgow By whom Sarelay Curle & Co When 1940

Net Tonnage 4100.397 Engines made at Glasgow By whom (Donkey) When

Nominal Horse Power 630 Boilers, when made (Main) Owners British India Shipping Managers British India Steam Nav Co Owners' Address Glasgow Port Glasgow Voyage

No. of Main Boilers 4 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 250 in Donkey Boilers 1

Surveyed at in Dry Dock Ladepore wh. (State name of Dock.)

Particulars of Examination and Repairs (if any) JRG

CHARACTER for Special Survey with feedboard Machinery and Boiler Surveys (including date of S.B. if any) of Lmc 9.40

Date of last Survey and of Periodical Surveys 21.3.40

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.

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 /

as 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? /

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? /

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? /

What was the latest date of internal examination of each boiler? / Present condition of funnel(s) Wood

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 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? 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? No

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? /

What was the 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 1/8 bare

Engine parts, when referred to by numbers, should be counted from forward. / Is electric light and/or power fitted? Complete

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

Work done: Boiler in drydock, propeller, fastenings, sea connections & enter portion of stem. Bulkhead examined found in good order.

Remarks: The main & auxiliary steam pipe connection remains blanked off owing to the shortage of pieces, supplied by the builders, not being to the correct "set" - This item will, unless dealt with by the Owners on the vessel's return to the U.K.

General Observations, Opinion, and Recommendation: The machinery of this vessel as far as was seen is in good condition & is in my opinion to remain as classed without fresh repairs.

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, R.S. 9.11, R.&M.S. 9.11, & L.M.C. 9.11, or S.L.M.C. 140 lb., F.D., &c.)

Fee (per Section 29) £ 15.- Fees applied for 24.3.1941

Damage or Repair Fee (if any) £ 5.- Received by me, [Signature]

Printing expenses (if chargeable) £ 0.- 1941

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 6 JUN 1941

Signed As now Subject

Lloyd's Register Foundation

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

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

Docking

The connecting piece between main & auxiliary steam piping was not renewed at this time but will probably be renewed on return to use.

It is submitted that this vessel is eligible to remain as **CLASSED**.

Suggest to the Capt. that connecting piece between main & auxiliary steam piping being renewed at first opportunity.

Rue
3.6.41

[Faint, mostly illegible handwritten notes and signatures covering the majority of the page.]

