

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

(Received at London Office)

16 MAY 1941

Date of writing Report

March 21st

When handed in at Local Office

19

Port of

Batavia.

No. in

Book.

Survey held at

Batavia.

Date First Survey

21.3.41.

Last Survey

21.3.41

19

(No. of Visits)

1928.

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

Gross

69506828

Net

41003977

Vessel built at

Glasgow.

By whom

Sarelay Curle & Co.

When

1940

Nominal

orse Power

630

Engines made at

By whom

(Donkey)

When

No. of Main Boilers

4

Boilers, when made (Main)

Owners *Liquid Shipping*

Owners' Address

(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers

1

Managers *Smith & Co. Ltd.*

Port *Glasgow*

Voyage

Steam Pressure in Main Boilers

250

if Surveyed ~~in~~ in Dry Dock *London*

(State name of Dock.)

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 and months elapsed.

Machinery and Boiler Surveys (including date of N.B. if any).

Last Report No.

Port

Particulars of Examination and Repairs (if any)

JRG

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?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " " "

this was not done, state for what reasons?

and what parts of the Boilers could not be thus thoroughly examined?

so 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?

the latest date of internal examination of each boiler

Present condition of funnel(s)

Wood

the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

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?

shaft now been changed? If so, state reasons

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?

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.

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

done: boiler in drydock, propeller, fastenings, sea connections & other portion of stem. hull examined found in good order.

Rest: the main & auxiliary steam pipe connection remains blanked off owing to the shortage of pieces, supplied by the builders, not being to the correct "size" - 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 record.

Fee (per Section 20)

£

15/-

Fees applied for

24.3.1941

Damage or Repair Fee (if any)

£

5/-

Received by me,

19

Other expenses (if chargeable)

£

5/-

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 6 JUN 1941

igned

As now Subject



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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.

Rm
3. 6. 41



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