Rpt. 9.

No. 100577

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

(Received at London Office 29 JUL 1942)

Date of writing Report ..... 19 ..... When handed in at Local Office 20/7/42 Port of NEWCASTLE-on-TYNE.

No. in Reg. Book. ~~23286~~ 134618 Survey held at South Shields. Date, First Survey 19 June Last Survey 17 July 1942 (No. of Visits 3.)

on the Machinery of the ~~Wood, Iron or~~ Steel s.s. "EMPIRE SOLDIER". (ELEC " 4)

Tonnage { Gross 4539. Net 2743.

Nominal Horse Power 474.

No. of Main Boilers 3.

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 200 lbs

in Donkey Boilers ✓

Vessel built at Port Glasgow. By whom Lithgows, Ld. When 1928. 8. (Year. Month.)

Engines made at Greenock. By whom Rankin & Blackmore. When 1928.

Boilers, when made (Main) 1928. (Donkey) ✓

Owners Ministry of War Transport. Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers Wm. Cory & Son, Ld. Port London. Voyage ✓

If Surveyed Afloat or in Dry Dock Dry & afloat. (State name of Dock.) Brigham & Cowans, Ld.

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		✠LMC
3,42.		M.S. 7,36.
s.s. Sld. No 2-36.		B.S. 3,42.
		C.L. 2,42.
Examined 8,41		

Particulars of Examination and Repairs (if any) G.E. & Docking

(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.

" " 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? ✓

State latest date of internal examination of each boiler ✓ Present condition of funnel(s) Efficient.

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 Boilers? ✓

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

Has 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? ✓

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1/8 15.

(Engine parts, when referred to by numbers, should be counted from forward.)

Is electric light and/or power fitted? Light.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Electrical Report attached.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? "

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

Now done:- Vessel placed in drydock, propeller and outside fastenings examined and found efficient.

G.E. The following items examined during course of overhaul.

Main injection valve. — Reconditioned.

Main Engines. :- H.P. piston valve and cage. — Adjusted.

M.P. cylinder, piston, valve and valve chest.

No 6 main bearing. Top half remetalled.

Owners Representative states that machinery has been giving satisfaction. Main & Auxiliary Machinery now examined under working conditions and found efficient.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel as far

(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, ✠L.M.C. 9,11, or ✠LMC CS 3,34, 140 lb., F.D., &c.)

as now seen, is in efficient condition, and eligible, in my opinion, to remain as classed, with fresh notation, "Examined 7,42" (for 12 months).

Form R.h1 attached Rpt. 8

Survey Fee (per Section 29) ..... £ 2.2.0 ✓

Electrical Repairs

Special Damage or Repair Fee (if any) ..... £ ✓

(per Section 29.) Licence Case.

Travelling expenses (if chargeable) ..... £ ✓

Fees applied for 28 JUL 1942 19

Received by me, 19

E. Wilson

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 7 AUG 1942

Assigned As now

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

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

W1128-0238 1/2

Rpt. 9a.

Port of NEWCASTLE-ON-TYNE. Continuation of Report No. 100577 dated 17/7/42 on the

EMPIRE SOLDIER

Electrical equipment

General examination and wear and tear repairs.

The wiring in the boiler room was partly renewed and the flange lights repaired, the wiring in the engine room was partly removed and replaced and earth faults cleared.

Faults were removed in the wiring of the captains quarters and plug sockets fitted there and in the store room.

Wiring was removed in the aft accommodation, the navigation light circuits repaired and minor low insulation faults removed in different parts of the installation.

On completion the installation was operated under working conditions with satisfactory results and the insulation resistance of all circuits measured and found good.

This equipment is now in my opinion in good order and safe working condition.

A.G. Connell

Fee £2.2.0 – See Rpt. 9.

No. 3 due 8.40 parb hell 8.41
G.E. now held.

It is submitted that this vessel W.I.L. BE eligible for the record,

+ LLOYDS 8.41 on completion and examined 7.42 now.

The Surveyor should state which of the items now repeated may be credited to the special Survey.

Rec'd. 12/8/42