

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

(Received at London Office)

Date of writing Report 5 Feb 1942 When handed in at Local Office 5 Feb 1942 Port of Philadelphia  
 No. in Survey held at Philadelphia, Chester & Camden Date, First Survey 2 Jan Last Survey 26 Jan 1942  
 Reg. Book 91042 on the Machinery of the Wood Iron or Steel S S EMPIRE WHALE (No. of Visits 4)  
 Tonnage { Gross 6159 Vessel built at Leamington, N.J. By whom Federal SB Co Year. Month. 1919 9  
 Net 3167 Engines made at Indianapolis By whom Mid West Eng Co When " " " "  
 Nominal Horse Power 645 Boilers, when made (Main) 1919 9 (Donkey)  
 No. of Main Boilers 3 Owners Ministry of War Transport Owners' Address " "  
 No. of Donkey Boilers 1 Managers Donaldson Bros Black Lt (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 210 # Surveyed Afloat & in Dry Dock Per G Port Richmond Port London Voyage " "  
 in Donkey Boilers " " (State name of Dock.) Camden N.J. & Chester, Pa

Last Report No. " " Port " "Particulars of Examination and Repairs (if any) Docking Repairs

(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?

" " 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) Good

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? No

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 vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

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

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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 on dry dock, examined the propeller, fastenings of the stern bush of the sea connections & found same in good order. All coils renewed in feed water heater. Evaporator shell holes now renewed, tested & proven satisfactory. L.P. rotor removed to shop & overhauled. Please see attached report for detail of work carried out at the shop. H.P. rotor opened up for examination & found in good order, after all parts were re-assembled a satisfactory dock trial was carried out.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is in

(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.E.M.S. 9,11, & L.M.C. 9,11, or \*LMC 140 lb., F.D., &c.)

good & safe condition, eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29)

Special Damage or Repair Fee (if any)

(per Section 29.)

Travelling expenses (if chargeable)

Fees applied for

29th Jan 1942

Received by me,

19

Committee's Minute

Assigned As now

NEW YORK

FEB 18 1942

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



noted

RM

15/4/42

LLOYD'S REGISTER OF SHIPPING,  
WOLINGHAM.

S/S "Empire Whale."

Sketch of Stalk Shaft  
for L.T. Turbine  
Rotor

Phil. report No. 8198.



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