

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

28 JAN 1943

Date of writing Report.....19..... When handed in at Local Office **26. 1. 43** Port of **Glasgow.**
 No. in Survey held at **Glasgow.** Date. First Survey **Jan 5th** Last Survey **20th Jan 1943**
 Reg. Book. **73484** on the Machinery of the **Wood, Iron or Steel** **4s. "Empire Whumbrel"** (No. of Visits **4**)
 Tonnage { Gross **5283** Vessel built at **Oakland. Cal.** By whom **Moore S.B. Co.** Year. Month. When **1912. 6.**
 { Net **3663** Engines made at **Indianapolis.** By whom **Midwest Engine Co.** When **1912.**
 Nominal { **637** Boilers, when made (Main) **1212.** (Donkey) **-**
 Horse Power {
 No. of Main Boilers **3 S.M.** Owners **Ministry of War Transport.** Owners' Address **(If not already recorded in Appendix to Register Book.)**
 No. of Donkey Boilers **1** Managers **New Zealand Shipping Co. Ltd.** Port **London.** Voyage **-**
 Steam Pressure **210 lbs.** If Surveyed Afloat or in Dry Dock **Both (Princes Dock.)**
 in Main Boilers **210 lbs.** (State name of Dock.) **Govan No. 3. Drydock.**
 in Donkey Boilers **-**

Last Report No. **-** Port **-**Particulars of Examination and Repairs (if any) **Docking & Bl. heavy repairs.**

(Periodical Surveys, when held, must be reported in detail and serially 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? **Yes.**

Fitted for oil fuel. 7.12. F.P. above 150°F.

" " Donkey " " " " **-**If not, 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? **-**

State latest date of internal examination of each boiler **PORT. 8.1.43. STAR. 11.1.43. CENTRE. 20.1.43.**Present condition of funnel(s) **Good.**Did the Surveyor examine the Safety Valves of the Main Boilers? **Yes.**To what pressure were they afterwards adjusted under steam? **210 lbs.**Did the Surveyor examine the Safety Valves of the Donkey Boilers? **-**To what pressure were they afterwards adjusted under steam? **-**Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **Yes.**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? **Yes.**and of the Donkey Boilers? **-**Has the screw shaft now been drawn and examined? **No.** Has it a continuous liner? **-** Is an approved oil retaining appliance fitted at the after end? **-**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 oil retaining appliance fitted at the after end? **-**State date of examination of Screw Shaft **-**

State the wear down in the

stern bush **8"**Is electric light and/or power fitted? **-**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? **-**

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

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 dry dock, propeller, after end of stern bush and outside fastenings of sea connections examined and found in good order. Blowdown valve and auxiliary condenser pump suction valve examined and placed in good order.

FOR B.S.:- Main boilers examined internally and externally together with their safety valves, mountings and doors and found or placed in good order. Oil fuel installation examined under working conditions and found good. Extended spindles to oil units tested and found satisfactory. Safety valves adjusted under steam to above pressure.

Minor repairs effected.

FOR S.R.L.:- Repairs to H.P. astern rotor blading and nozzle plate first available opportunity. The H.P. astern rotor blading has now been renewed. Time did not permit repairs to nozzle plate being carried out. Sizes have now been taken and arrangements made with Owners Representative to renew. See over.

General Observations, Opinion, and Recommendation: **The machinery of this vessel so far as now seen is**

(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., PD, &c.) CS 3,34.

in efficient condition and eligible in our opinion to remain as classed with fresh record of B.S. 1.43. subject to H.P. turbine astern nozzle plate being renewed at first opportunity.
NOTATION "Repairs to H.P. astern rotor blading" may now be deleted from S.R.L.

Survey Fee (per Section 29) **B.S.** £ **4 : 0 : 0** Fees applied for **26 JAN 1943**
 Special Damage or Repair Fee (if any) £ **-**
 Licence case. Travelling expenses (if chargeable) £ **-**
 Received by me, **Wm Dawson & G. E. Murdoch**

Engine Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW 26 JAN 1943**Assigned **As now****Subject****B.S. 1.43**

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renew this nozzle plate at first opportunity.

NOTE:- At this time the condenser was tested and found sound and tight.

Notes

Subject as recommended

William Special Condition
re H.P. action Rotor

Run

2.2.43



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