

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

(Received at London Office)

25 SEP 1941

Date of writing Report 18-9-1941 When handed in at Local Office 22-9-1941 Port of Manchester

No. in Reg. Book Survey held at Manchester Date First Survey 21-8-41 Last Survey 4-9-1941

(No. of Visits 5)

22183 on the Machinery of the Wood, Iron or Steel S.S. "EMPIRE ELAND"

Tonnage Gross 5673 Net 3520 Vessel built at Long Beach, Cal. By whom Long Beach S.B. Co. When 1920

Engines made at Los Angeles By whom Cleveland Iron Works When 1920

Boilers, when made (Main) 1920 (Donkey)

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

Managers Douglas & Ramsey Port London Voyage

No. of Main Boilers 3 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 210 lbs/sq. in Donkey Boilers

Surveyed Afloat or in Dry Dock TRAFFORD & IRWELL PARK HARVES - MANCHESTER

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. Year and month when last surveyed.

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

700 A 1 LMC 8.40

11.40 CL 6.40

S.S. N. N. 13-8.40

Fitted for oil fuel? '20 F.P. above 150°F

Last Report No. 22742 Port SWS.

Particulars of Examination and Repairs (if any) BS & MACHINERY REPAIRS UNDER LICENCE.

(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

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 CENTRE 23-8-41, STD 25-8-41, PORT 30-8-41 Present condition of funnel Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? YES To what pressure were they afterwards adjusted under steam? 210 lbs/sq.

Did the Surveyor examine the Safety Valves of Donkey Boiler? YES 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? YES, 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 Is it fitted with continuous liner? YES Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? YES If so, state reasons.

Has the shaft now fitted been previously used? YES Has it a continuous liner? YES 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 YES State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

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 FOR B.S. — The port, centre and starboard main boilers were examined internally and externally together with all their mountings & fastenings. The oil burning installation was examined under working conditions and the steam fire extinguishing plant tested and all found in order. The safety valves were adjusted under steam to 210 lbs/sq.

NOW DONE FOR B.S. REPAIRS. — New bronze main and auxiliary check valves complete and two new safety valve spindles were fitted on the centre boiler and a new bronze main check valve complete fitted to the starboard boiler. The check valves were tested in accordance with the Rules.

All the lower manhole flangings in the end plates of these boilers were (P.T.O.)

General Observations, Opinion, and Recommendation: — The machinery of this vessel, as (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 L.M.C. 140 lb., P.D., &c.)

For as now seen, is, in my opinion, in an efficient condition and eligible to remain as now classed in the Register Book and to have fresh record of B.S. 9.41.

Survey Fee (per Section 29) B.S. £4: -: - Fees applied for 22-9-1941 Received by me, 19

Special Damage or Repair Fee (if any) (per Section 29.) LICENCE CASE Travelling expenses (if chargeable)

Committee's Minute Assigned BS 9.41 B

(CONTINUED)

reinforced by electric welding on account of wastage.

Minor wear and tear repairs were also effected.

NOW DONE FOR MACHINERY REPAIRS.

All working parts of the forward electric generator steam engine were opened up, examined and placed in good order.

The main engine L.P valve and spindle and valve chest were examined.

The threads on the valve spindle were re-cut and new nuts fitted.

S.H.H.

10. Dec 8.41 Weld
Main engine & boiler repairs
effected

It is submitted that
this vessel is eligible for
THE RECORD.

10.9.41

Y.H.W.

30.9.41



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