

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

(Received at London Office)

7 NOV 1941

Date of writing Report September 17th 41 When handed in at Local Office Sept 22nd 41 Port of New York

No. in Reg. Book. 90999 Survey held at Brooklyn Date, First Survey August 27th Last Survey Sept 16th 1941
 on the Machinery of the Wood, Iron or Steel S.S. EMPIRE MALLARD. (No. of Visits 8)

Tonnage { Gross 4957 Vessel built at Tacoma, Wash. By whom Lodd & D. & Const. Corp. When 1918, 9
 Net 3475 Engines made at Seattle By whom Seattle Const. & D. Dock Co. When 1918, 9
 Nominal Horse Power 472 Boilers, when made (Main) 1918 (Donkey) ☒
 No. of Main Boilers 3 SB Owners Ministry of Shipping Owners' Address Port London Voyage ☒
 No. of Donkey Boilers ☒ Managers H. Hogarth & Sons (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 190 lb. If Surveyed Afloat or in Dry Dock Yes (State name of Dock.) Pair A. Erie Basin Brooklyn
 in Donkey Boilers ☒

Last Report No. PortParticulars of Examination and Repairs (if any) Generator and boiler repair.

(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? not submittedAnd 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) ☒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 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? yesIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? noHas 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 ☒

After head of starboard boiler found fractured circumferentially approximately 20 inches at bottom turn of flange with several fractures running into it.

The lower section of after head now cropped through 3rd row of combustion chamber stays from bottom and lower section of head with stays in way renewed.

On completion of repairs boiler submitted to 190 lb. hydraulic pressure and repair found tight.

Approximately 6" of leaky shell seam caulked and 2 combustion chamber stays renewed in centre boiler.

On completion of repair starboard & centre boiler examined under steam and repairs found tight.

No 2 after starboard generator armature removed to shop, cleaned, loose armature connections resoldered, commutator turned in bath, armature megger tested with satisfactory results, and generator examined under full working load and found in good order. Other minor wear: tear repair effected.

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

(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., F.D., &c.)

CS 8,34,

in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) Generator & boiler repair £80.00 : : Fees applied for Sept 24 19 41
 Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19
 Travelling expenses (if chargeable) £ : :

Committee's Minute

NEW YORK SEP 24 1941

Assigned As now

J. A. Young 2020
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W1131-0024

