

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

(Received at London Office 7 NOV 1941)

Date of writing Report Sept 4<sup>th</sup> 1941 When handed in at Local Office 19 Port of New York City  
 No. in Survey held at Brooklyn, N.Y. Date, First Survey and Last Survey Sept 2<sup>nd</sup> 1941  
 Reg. Book 88020 on the Machinery of the Wood, Iron or Steel 1/4 EMPIRE STEEL (No. of Visits 1)

Tonnage { Gross 8138 Vessel built at Birkenhead By whom Cammell Laird & Co When 1941 - 3  
 Net 4774 Engines made at Belfast By whom Harland & Wolff Co When ditto  
 Nominal Horse Power 502 Boilers, when made (Main) (Donkey) ditto  
 No. of Main Boilers ✓ Owners Ministry of Shipping Owners' Address as recorded  
 No. of Donkey Boilers 2 Managers A. Weir & Co Port Liverpool Voyage   
 Steam Pressure ✓ If Surveyed Afloat or in Dry Dock in Graving Dock Particulars of Classification (which must be inserted  
 in Donkey Boilers 150 lb. (State name of Dock.) Robins & Co. Rep. Co precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage done

(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 Damage report made by Lloyd's Reg. of Shipping Surveyor at Swansea on August 8<sup>th</sup> 1941  
 Was a damage report made by anyone else? If so, by whom? Underwriters

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) ✓

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? ✓

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 60/1000 inch

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

Is electric light and/or power fitted? ✓

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? not submitted

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 Work planned in Graving

Dock:

Now done: examined the propeller, fastenings of the stern bush and of the reconnections, found same in good order.

## General Observations, Opinion, and Recommendation:—

(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 3,34,

The machinery is eligible, in my opinion, to be retained as classed and as recorded.

Survey Fee (per Section 29) £ : : Fees applied for  
 Special Damage or Repair Fee (if any) £ : : 19  
 (per Section 29.)  
 Travelling expenses (if chargeable) £ : : Received by me, 19

Committee's Minute

Assigned As above

N.Y. YORK SEP 24 1941



Noted  
June  
24. 11. 41



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Foundation