

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

(Received at London Office 25 JUL 1944)

Date of writing Report 24/6/44 When handed in at Local Office 24/6/44 Port of LIVERPOOL

No. in Reg. Book 23289 on the Machinery of the ~~Wood, Iron or Steel~~ T/S EMPIRE BITTERN Date. First Survey 25/5/44 Last Survey 23/6/44 (No. of Visits 7)

Vessel built at BELFAST By whom HARLAND & WOLFF When 1902 11

Tonnage Gross 8546 Net 5278 Engines made at BELFAST By whom HARLAND & WOLFF When 1902 11

Nominal Horse Power 812 Boilers, when made (Main) 1902 (Donkey) ✓

No. of Main Boilers 2JB Owners M. O. W. T. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 Managers ROYAL MAIL LINES LTD Port LONDON Voyage

If Surveyed Afloat or in Dry Dock RANGLION DRY DOCK Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

Last Report No. Port Particulars of Examination and Repairs (if any) BS & TS.

(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? AS BELOW ✓

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YES ✓

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

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 D.E. 7/6/44 AFSE. 14/6/44 Present condition of funnel(s) EFFICIENT 180 lbs/sq in

Did the Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? ✓

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? YES Has it a continuous liner? YES Is an approved oil retaining appliance fitted at the after end? ✓

Has shaft now been changed? NO 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 P.S. 19-6-44 State the wear down in the stern bush 1/4" (REMOVED) P+S. Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NO

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? NO

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. FOR PART B.S. SEE LONDON REG. 111837.

T.S. VESSEL PLACED IN DRY DOCK. PROPELLERS, BOTH SCREWSHAFTS (DRAWN) STERN BUSHES SEA VALVES & COCKS EXAMINED. STAR^D SCREWSHAFT, FOUND PARTLY CORRODED AT TOP OF CONE & LINER WORN, & PORT " LINER FOUND WORN, BUT IN MY OPINION EFFICIENT MEANWHILE. IT IS RECOMMENDED THAT T.S. LINERS BE RENEWED STAR^D BY 6,45 & PORT BY 6,46. SUP^R STATED A SPARE SHAFT WAS ON ORDER & WOULD BE FITTED AT EARLIEST OPPORTUNITY.

B.S. EXAMINED PORT D.E. & AFSE BOILERS INTERNALLY & EXTERNALLY WITH PRINCIPAL MOUNTINGS, DOORS & FASTENINGS, & SAFETY VALVES ADJUSTED AS ABOVE. SUMMARY MINOR REPAIRS CARRIED OUT.

LIC N° ITEMS CHECKED & VERIFIED.

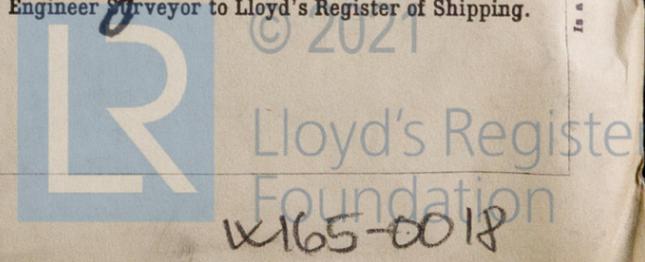
General Observations, Opinion, and Recommendation:— THE MACHINERY OF THIS VESSEL WHERE

(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., FD, &c.)

NOW SEEN IS IN GOOD CONDITION & ELIGIBLE IN MY OPINION TO REMAIN AS CLASSIFIED WITH FRESH RECORD B.S. 3, 44 AS RECOMMENDED. SUBJECT TO RENEWAL T.S. LINERS STAR^D BY 6,45 & PORT 6,46.

Survey Fee (per Section 29) £ : : Fees applied for 27 JUN 1944
Special Damage or Repair Fee (if any) (per Section 29.) £ 3 : 3 : 0 Received by me, H. Taylor
Travelling expenses (if chargeable) £ : : 19

LICENCE CASE COMMITTEE'S MINUTE Assigned As now Subject. B.S. 3.44. T.S. 6.44.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Insert Character of Ship and Machinery precisely as in the Register Book.

If a Certificate required? If so, to be sent to

В. С. 2. 4. 4. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

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Noted.
Sulphur - as recommended

Handwritten notes

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62 H-P-11

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