

RECORD NEW YORK APR 6 1942

WRECK SECTION

No. 192

No. 5559

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

(Received at London Office)

2 JUN 1942

Date of writing Report 3 - 4 - 1942 When handed in at Local Office 4 - 4 - 1942 Port of NEW ORLEANS
No. in Reg. Book 36330 Survey held at The Point. N.Os. Date, First Survey 1 - 4 - 42 Last Survey 3 - 4 - 1942 (No. of Visits 2)
on the Machinery of the ~~Vessel~~ Steel sc. "EMPIRE AMETHYST"
Tonnage Gross 8032 Vessel built at Haverton By whom Turner S.B. Co. La. When 1941 8
Net 4646 Engines made at Hestlepool By whom Richardson, Westgarth & Co. La. When 1941
Nominal Horse Power 674 Boilers, when made (Main) 1941 (Donkey)
No. of Main Boilers 350 (4) Owners Ministry of War Transport Owners' Address
No. of Donkey Boilers 1 Managers Hadley Shipping Co. La. Port Middleboro Voyage
Steam Pressure in Main Boilers 220 lb. If Surveyed Afloat in Dry Dock The Point
in Donkey Boilers (State name of Dock.) N.Os.

Last Report No. 22919 Port S.W.D.

Particulars of Examination and Repairs (if any) Repairs to Fwd. Boilers

(Periodical Surveys, when held, must be reported in detail and verbatim 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 date 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?

" " 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?

Was 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?

Was shaft now been changed?

If so, state reasons

Was 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?

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Was 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.

On Done. Exam. the centre furnace of FORWARD boiler found what appeared to be two fractures running in a longitudinal direction, one fracture being 5" long & the other approx. 26". Fractures were on the extreme bottom or lowest point of furnace, and were about 3" apart. On cutting out it was discovered that these were not two separate fractures, but one lamination. This lamination was cut out, right through furnace, well used, and built up by E.W. lengths of weld, from 4th to 4th corrugation from mouth. To guard against a further defect of this nature possibly showing, 3" long stiffeners were fitted to the 4th, 5th, 6th, 7th & 8th corrugations formed of 2 1/4" x 3/4" x 12" plate, secured by electric welding.

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

(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.G.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

CS 3, 34, vessel as now seen, is in safe working condition, and eligible in my opinion to remain as classed, without fresh record of survey, subject to the centre furnace of the FORWARD boiler being examined on the vessel's arrival in the D.K.

Survey Fee (per Section 29) B.R. Reps \$30.00

Special Damage or Repair Fee (if any) £ :

(per Section 29.)

Travelling expenses (if chargeable)

\$ 3.45

Fees applied for

3, 4, 1942

Received by me,

19

Committee's Minute

Assigned As now Subject

NEW YORK APR 8 1942

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W165-0164(112)

Noted.
Sulysed - as recommended.

L.P.
17/6/42.



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Lloyd's Register
Foundation

S/S "EMPIRE AMETHYST"

On completion of repairs, the boiler was tested by hydrostatic pressure to 220 lb. + found tight.

In view of the vessel's age, it was considered advisable that this furnace should be again examined on the vessel's arrival in the U.K.

P. V. B.