

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

(Received at London Office)

Date of writing Report 4-1-1944 When handed in at Local Office 4-1-44 Port of GLASGOW
 No. in Survey held at O'BAN Date. First Survey 24-12-43 Last Survey 29-12-1943
 Reg. Book. 23538 on the Machinery of the Wood, Iron or Steel S.S. EMPIRE MOORHEN. (No. of Visits... 1)

Tonnage { Gross 5617 Vessel built at PORTLAND OR. By whom COLUMBIA RIVER S.B. CORP. Year. Month.
 Net 3463 Engines made at SCHENECTADY N.Y. When 1919
 Nominal 579 Boilers, when made (Main) 1919 By whom GENERAL ELECTRIC CO. When 1919
 Horse Power }
 No. of Main Boilers 358 Owners MINISTRY OF WAR TRANSPORT (Donkey)
 No. of Donkey Boilers 1 Managers BOOTH & S. CO. LD. Owners' Address
 Steam Pressure 210 lb. (if not already recorded in Appendix to Register Book.)
 in Main Boilers 210 lb. Port LONDON Voyage
 in Donkey Boilers 1 If Surveyed Afloat or in Dry Dock AFLOAT
 (State name of Dock.)

Last Report No. 21105 Port 8thParticulars of Examination and Repairs (if any) Turbine Gearing

(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?

" " Donkey " " "

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

Did the Surveyor examine the Safety Valves of the Main Boilers?

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?

, 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 the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

stern bush Is electric light and/or power fitted?

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 At Owners Request

Attended on board vessel as requested for the purpose of inspecting the main turbine 1st reduction pinion. The teeth of this pinion were found flaked along the pitch line and the edges of the teeth blunted over especially on the forward helix where it was obvious that this helix had previously been taking the full load. The bearing surface has now been taken up along the full length of the forward and after helices, giving an even distribution of the load, this is probably due to the excessive wear that had been taking place on the forward helix.

The flaking of the teeth in my opinion was not altogether due to the apparent mis-alignment but due to the condition of the lubricating oil. The sample that was drawn from the storage tank in use was very poor.

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, BS 9,11, MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

seen is in efficient condition and eligible in my opinion to remain as classed without fresh record of survey, subject to the main turbine first reduction pinion and wheels being renewed, remaining gearing & turbine being specially examined and alignment checked on the vessel's arrival in a U.S.A. Port on the termination of the present voyage and within three months.

Survey Fee (per Section 29) £ : ✓ : Fees applied for
 Special Damage or Repair Fee (if any) £ 5 : 5 : 1 5 JAN 1944
 (per Section 29.) Travelling expenses (if chargeable) £ 3 : 9 : - Received by me,
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Committee's Minute

Assigned

as now subject

Engineer Surveyor to Lloyd's Register of Shipping.

W242-0026

Lloyd's Register Foundation

Ref. No 33344.

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

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

S.S. "EMPIRE MOORHEN"

cont'd. dirty and full of grit and also appeared to have lost its viscosity.

No records were available on board as to when this oil had been supplied, and as the purifier was out of commission it was suggested the lubricating oil be renewed. This has now been done.

After further consultation with the Chief Engineer who agreed that there was a decided improvement so far as the distribution of the load on both helices was concerned, and perusal of the Hull report, a copy of which was on board, it was agreed that the vessel could proceed with her intended voyage to the U.S.A. where the necessary repairs would be carried out as per the Interim Certificate dated 4th December 1943 issued by the Hull Surveyors.

N. K.

Not
See separate
and
D.A.



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