

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

(Received at London Office. 11 MAY 1942)

Date of writing Report 4-5-1942 When handed in at Local Office 11 MAY 1942 Port of LONDON

No. in Reg. Book. Survey held at LONDON Date. First Survey 24 April Last Survey 30 April 1942 (No. of Visits 2)

3131 on the Machinery of the Wood, Iron or Steel S.S. "EMMY"

Gross 3895 Net 2474 Vessel built at Middlesbrough By whom Sir Raylton Dixon & Co. Ltd Year. Month. 1914 1

Nominal Horse Power 332 Engines made at Sunderland By whom G. Clark, Ltd When 1914

No. of Main Boilers 388 Boilers, when made (Main) 1914 (Donkey)

No. of Donkey Boilers Owners A. Vergot Owners' Address (if not already recorded in Appendix to Register Book.) Port Bristol Voyage

Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Tilbury Dry Dock (State name of Dock.)

No. of Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

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.

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.

as a damage report made by anyone else? If so, by whom?

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

" " Donkey " " "

this was not done, state for what reasons

and what parts of the Boilers could not be thus thoroughly examined?

to 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?

the latest date of internal examination of each boiler

and the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

and the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

and the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

and the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

and the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

the 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?

shaft now been changed? If so, state reasons

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?

the 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 1/16" F.

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

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

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

now done: Vessel in dry dock, outside fastenings of sea connections and propellers examined.

S. R. List: h.p. Column repair examined and found to continue efficient. It is recommended that this repair be again examined before end of April 1943.

Ballast pump. (Please see St. John's N.F.W. Surveyor's Report. Temporary repairs on water end examined. Found to continue efficient. It was stated that no trouble had been experienced since temporary repairs were carried out. The Superintendent stated a new water end had been ordered and would be fitted as soon as received.

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

(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 CS 2,34.

now remains in good and safe working condition and eligible in our opinion to

main as classed without fresh record of survey, subject to h.p. column being

again examined before end of April 1943, and to ballast pump water end being

revised at first opportunity

by Fee (per Section 29)

al Damage or Repair Fee (if any) (per Section 29.)

olling expenses (if chargeable)

mmittee's Minute

signed

As now Subject

FRI. 12 JUN 1942

Received by me,

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

W28 - 0158



Limbs & Column & Ballast pump  
examined.

It is suggested that  
this vessel be assigned to  
operate in the 13th.

Subject as now recommended.

3rd of due 11.41 partly held 7.40  
not advanced. It complete  
the money for the notation  
Hence 7.40 the electrical  
equipment to be examined  
& tested.

10/6/42

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 in summer. I have seen the mountains. I have seen the  
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11. N. R. 30, 1924  
F. 2. 11. 20. 1924

Endorsement

isogon

Handwritten text, likely a signature or name, written vertically in cursive script.

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[illegible]

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boulabius

autograph. D

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YMMA 2022

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