

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

(Received at London Office SEP 20 1940)

Date of writing Report 14/9/40 When handed in at Local Office 18/9/40 Port of MANCHESTER

Survey held at Manchester Date, First Survey 19/8/40 Last Survey 30/8/40 (No. of Visits 7)

59 on the Machinery of the Wood, Iron or Steel ^{1/2} "EMPIRE BISON" ex "WEST CAWTHON"

Gross 5612 Vessel built at San Pedro, Cal. By whom S. Western S.B. Co. Year. Month. 1919
 Net 3492 Engines made at Los Angeles By whom Lewellyn Iron Works When
 552 HP Boilers, when made (Mgin) (Donkey) —
 Main Boilers 3 Owners Ministry of Shipping Owners' Address
 Donkey Boilers — Managers Sir R. Roper & Co. Ltd. Port London Voyage
 Pressure —
 Main Boilers # Surveyed Afloat or in Dry Dock N^o 9. Salford Docks. (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 Classification contemplated Examined 7-40		NYK

Report No. Port Advancement of Survey for Classification

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

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

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

Do Donkey Boilers? Yes

Was not done, 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?

Latest date of internal examination of each boiler Centre & Starb. 22/8. Port 27/8.

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 210 lbs/sq"

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

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

Has the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers?

Has 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? No 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 the 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?

Date of examination of Screw Shaft State the distance between lignum vite 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? Yes

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

WORK DONE. All three main boilers examined internally & externally, with all mountings, etc. & found in good condition. Safety valves of all three boilers adjusted to the pressure previously used, i.e. 210 lbs/sq" under steam.

Oil fuel burning installation examined under working conditions, fuel tank valves & deck control gear found in working order, & all discharge piping between pumps & furnaces found to be in good order, accessible, visible & well lighted for their entire length & all joints tight. Steam supply to pumps controllable from Engine Room & from deck inside fidley casing.

Steam smothering apparatus is not fitted but the following is provided in Boiler Room:- One Lax Hose system with two large bottles (steel) of chemical permanently connected thereto. Two - 2 1/2 gallon cylinders of Foamite type. One length of hose for water service. P.T.O.

General Observations, Opinion, and Recommendation:— This vessel's machinery, as now seen, is in good condition & eligible, in my opinion, to be classed with this Society & to receive the record of LMC with date when the survey has been completed.

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 2,34,

Fee (per Section 29) £

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

Printing expenses (if chargeable) £

Committee's Minute

Signed

Fees applied for 19

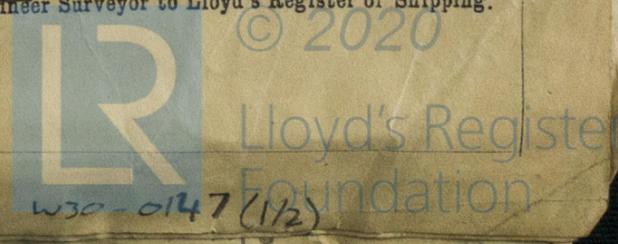
Received by me, 19

£5

Engineer Surveyor to Lloyd's Register of Shipping.

FRY 18 OCT 1940

No action



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

5/3 "EMPIRE BISON"

M.P. Cylinder, Cover, piston, crosshead & crankpin - with their bearings - examined & found in good order.

Both dynamo engines opened out, examined & found in good condition. For electrical installation, see separate report herewith.

Facilities were not available for opening up further parts of the machinery & pumps but same have been generally examined as far as possible for condition & found good.

First Entry Reports on the Boilers & Machinery are attached hereto. These have been filled in as far as was possible on this occasion.

It is understood the survey will be advanced on vessel's return from her present voyage.

The Owner's Superintendent has been requested to obtain plans of the Bilge, Ballast & Oil Fuel Piping & Boilers so that further checking may be carried out on vessel's return to the U.K.

J.H.