

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

(Received at London Office 8 OCT 1941)

Date of writing Report 30th Sept 1941 When handed in at Local Office 5 30th Sept 1941 Port of London

No. in Reg. Book 23724 Survey held at London Date First Survey 11th Sept Last Survey 23rd Sept 1941
on the Machinery of the Wood, Iron or Steel EMPIRE DEFENDER (No. of Visits) 16 (No. of Visits) 16

Tonnage { Gross 5639 Vessel built at Wesumunde G. By whom J.C. Tecklenburg AG. When 1910-10.
Net 3518 Engines made at Do By whom Do When 1910-10.

Nominal Horse Power 57 Boilers, when made (Main) 1910 (Donkey)
No. of Main Boilers 3 Owners Ellerman & Bucknall S.S. Co. Owners' Address Port Voyage Milwall.

No. of Donkey Boilers 1 Managers Ellerman & Bucknall S.S. Co. (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Afloat, Dry Dock (State name of Dock.)
in Donkey Boilers 1

Last Report No. Port Particulars of Examination and Repairs (if any) See Exam. R.S.

(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?
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? Yes

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 Port & S. Bles. 12th Sept. & Cassin Blk 23 Sept 41. Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100

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

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

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

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? Yes If so, state reasons.
Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft. Yes 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

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

Now done
Vessel placed in drydock. Examined propeller, screwshaft, all under water fittings. General service pump. Independent circulating pump. auxiliary feed pump. Main Boilers internally and externally together with safety valves, mountings, manhole doors and fastenings. Safety valves adjusted to above, and pumping arrangement examined.

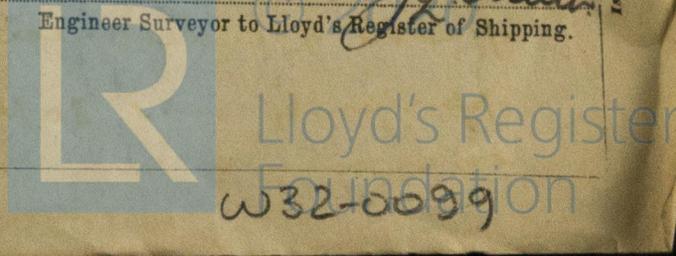
Repairs and in our opinion should be examined next dry docking
Two blades of propeller found cracked and drilled at end of cracks. General service pump overhauled. Independent circulating pump, Steam cylinder, etc. brass. new piston fitted. Rod & spindle machined. Boilers several combustion P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as now seen is in an efficient condition and is slight in my opinion to have record of Examined 9.41 Valves for one year. B.S. 9.41. & T.S. 9.41.

Subject to all propeller blades being especially examined at next dry docking.

Survey Fee (per Section 29) B.S. £ 4: 0: 0 Fees applied for 8 OCT 1941
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Travelling expenses (if chargeable) £ : :
Received by me, P. Weston & J. Smith
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 14 NOV 1941
Assigned No action



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

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

Chamber stay nuts renewed and mountings overhauled as necessary.

On completion of repairs the Main Engines and all auxiliaries were examined

EMPIRE DEFENDER

under working conditions and all found satisfactory.

P. Weston

Stewart & Lloyds
Engineers & Shipbuilders
100, Abchurch Lane, London, E.C. 4

22 MAR 1910
22 MAR 1910

Recessing heavy parts held
M.S. & S. shaft survey held
Machinery machine & generally
2 Dupella plates are cracked.

Examined 9.11.1910
Subject as recorded L13A

The surveyors should state whether there
is a broken boiler on board and if so
whether it is the original boiler &
what arrangements are made for
it to be run in.
They should also state
whether there is any
reason why the
original main boiler
has been replaced.
Should not be
carried.

13/11/11

