

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 LondonNo. in Reg. Book 23724 Survey held at London Date. First Survey 11th Sept Last Survey 23rd Sept 1941
(No. of Visits 16)
EMPIRE DEFENDER ex "FELCE"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 1910-10Nominal Horse Power 57 Boilers, when made (Main) 1910 (Donkey)No. of Main Boilers 3 Owners Ellerman & Bucknall S.S. Co. Owners' Address Port Voyage London N° 3. 6. 23.No. of Donkey Boilers ✓ Managers Ellerman & Bucknall S.S. Co. If Surveyed Afloat or in Dry Dock Afloat. Dry Dock
Steam Pressure in Main Boilers 200 (State name of Dock.) Milwall.in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).Last Report No. PortParticulars of Examination and Repairs (if any) See Exam. P.S.

(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? Yes

" " 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 Port & S.S. Boilers. 12th Sept. & Cassin Bu 23 Septth 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? 200Did 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? Yes 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? Yes and of the Donkey Boilers? ✓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? ✓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 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

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. bored. new piston fitted. Rod & Spindle machined. Boilers several combustion P.T.O.General Observations, Opinion, and Recommendation:— the machinery of this vessel as far

(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.)

as now seen is in an efficient condition and is slight in my opinion tohave record of Examined 9. 41 Valves for one year. B.S. 9. 41. & TS 9. 41.Subject to all propeller blades being specially examined at next dry docking.Survey Fee (per Section 29) B.S. £ 4: 0: 0 Fees applied for 8 OCT 1941Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, P. Weston & J. Smith

Travelling expenses (if chargeable) £ : : 19

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

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

W32-0099

Chamber stay nuts renewed and mountings overhauled as necessary.

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

under working conditions and all found satisfactory.

F. Weolvin

Recessing many partly held
M.S. & shafts many held.
Machinery excessive & generally
2 work plates are cracked.

Examiné 9.41-12.00

~~Ms. A. 9. 41~~ A. 9. 41 Cl.
Subject as recorded 21. 1. 18.

The Sumners should state whether there
 is a Pouhey Borda on board and if so
 whether it is the original Borda &
 what arrangements at were made for
 it to be surveyed. X
 They should also state
 whether there is any X
 reason why the
 original Main Borda
 measure of 213 ft.
 should not be
 carried,

13/12/51