

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

(Received at London Office)

Date of writing Report 15th Dec. 19 42 When handed in at Local Office 17th December 1942 Port of New York

in Survey held at New York Date, First Survey 28th Nov. Last Survey 29th Nov. 1942

Book 51 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "EMPIRE PANTHER" (No. of Visits 2)

Year. Month.

Gross 5600 Vessel built at Portland, Or. By whom Columbia River S.B. Corp. When 1919 5
Net 3390 Engines made at Schenectady, N.Y. By whom General Electric Co. When 1919

Power 579 Boilers, when made (Main) 1919 (Donkey) -

Main Boilers 3 Owners Ministry of War Transport Owners' Address -

Donkey Boilers - Managers Stanhope S.S. Co. Ltd. Port London Voyage -

Pressure in Boilers 210 lbs. If Surveyed Afloat or in Dry Dock Both

Donkey Boilers - (State name of Dock) Bethlehem Steel Co., Hoboken, N.J. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any) Pt. LMC

ical 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 of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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

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

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

" Donkey "

was not done, state for what reasons? Boilers not submitted for survey.

at parts of the Boilers could not be thus thoroughly examined?

at 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?

est date of internal examination of each boiler. Present condition of funnel(s) good

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

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

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

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

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

ew 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? Yes

t now been changed? If so, state reasons.

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?

e 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 7/32"

ngine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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

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

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

DONE: Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks & valves with their fastenings, examined & found or now placed in good condition.

rs due to Wear & Tear: Minor repairs effected.

al Observations, Opinion, and Recommendation:— The machinery & boilers of this vessel are in clear 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 3,34,

condition and eligible in my opinion to be continued as classed without fresh record of survey.

Fee (per Section 29) £ : : Fees applied for
Damage or Repair Fee (if any) £ : : 19
(per Section 29.)
ng expenses (if chargeable) £ : : Received by me, 19

mittee's Minute NEW YORK DEC 23 1942

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2019
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation

Notes
from
4.2.43



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