

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

(Received at London Office)

MAR 20 1940

Date of writing Report

When handed in at Local Office

14/3/1940

Port of

NEWCASTLE-ON-TYNE

No. in  
Reg. Book

Survey held at

South Shields.

Date, First Survey

23 Jan

Last Survey

29 Feb 1940

(No. of Visits)

5

38953 on the Machinery of the Wood, Iron or Steel

S/S. "EMPIRE CONVEYOR"

Tonnage

Gross

5911

Net

3682

Vessel built at

Stockton-on-Tees

By whom

Richardson Duck &amp; Co. Ld.

When

1917, 6.

Engines made at

do

By whom

Blair &amp; Co. Ld.

When

1917.

Nominal  
Horse Power

440.

Boilers, when made (Main)

1917.

(Donkey)

No. of Main Boilers

3.

Owners Ministry of Shipping

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port London

Voyage

No. of Donkey Boilers

1

Steam Pressure

180 lb.

If Surveyed Afloat or in Dry Dock

in dry dock.

(State name of Dock.)

Middle Docks Reg. Ch.

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

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1		+ 1 me
Shelter &c		11, 38.
with fuel tank.		C.L. 11, 38.
7, 39.		
SS Hav. 193.-11, 29.		
SS-Rob. 112-38.		

Last Report No.

Port

Particulars of Examination and Repairs (if any) Complete B.S. &amp; Condition

(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? No.

If this was not done, state for what reasons? Survey commenced at Leith.

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.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

To what pressure were they afterwards adjusted under steam?

Did 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?

, 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?

, and of the Donkey Boilers?

Has 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 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: For Completion of B.S. - All boiler mountings opened up, examined and found or placed in good condition. Safety valves adjusted under steam to pressure stated above.

Repairs: 3 C.C. stays in centre boiler renewed, as recommended by Leith Surveyors. Centre boiler main stop valve spindle renewed and other minor repairs effected.

Docking: Vessel in dry dock, propeller and outside fastenings examined together with sea connections (opened up) and found or placed in good condition.

The opportunity was taken at this time for a general overhaul of the machinery.

General Observations, Opinion, and Recommendation:—

(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, X L.M.C. 9.11, or X L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is eligible in our opinion to remain as classed with fresh record of B.S. 1, 40 as previously recommended.

Survey Fee (per Section 29)

£

Special Damage or Repair Fee (if any)

£

Travelling expenses (if chargeable)

£

Fees applied for

19 MAR 1940

Received by me,

19

Committee's Minute

Assigned

THE 2 APR 1940

PS 1.40

Richardson Duck & Co. Ld.  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

W 387-0162(112)

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



5/5 "EMPIRE CONVEYOR"

in this vessel, and the following parts were opened up examined and found or placed in good condition:—

Main engine cylinders, pistons, valves and covers.

Crank, Thrust and Intermediate shafts and bearings.

Connecting rods and top end bearings.

Main engine driven pumps.

Independent driven pumps.

Dynamo engine and steering engine.

Main condensers. (tested).

Repairs: Main and Lark injection valves rejoined to ship's side.

Main engine L.P. valve spindle skimmed up, and neck and gland bushes renewed.

Main engine top end braces renewed.

Steering engine, 2 valve spindles renewed.

Dynamo engine piston valve renewed.

Main engine holding down bolts tightened up where necessary.

Other minor repairs effected.

*A.H.P.*