

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

(Received at London Office MAR 20 1940)

Date of writing Report 14/3/40 When handed in at Local Office 14/3/40 Port of NEWCASTLE ON-TYNE

No. in Reg. Book 38953 Survey held at South Shields Date, First Survey 23 Jan Last Survey 29 Feb 1940
(No. of Visits 5)
on the Machinery of the Wood, Iron or Steel S/S. "EMPIRE CONVEYOR"

Tonnage { Gross 5911 Vessel built at Stockton-on-Tees By whom Richardson Dick & Co. Ld. When 1917, 6.
Net 3682 Engines made at do By whom Blair & 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 London
No. of Donkey Boilers 1. Managers H. B. Garth & Sons. Port London. Voyage do
Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock in dry dock.
in Donkey Boilers (State name of Dock.) Middle Dock, S.S. Co. Ld.

Last Report No. _____ Port _____

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

(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? no.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? no.

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

And what parts of the Boilers could not be thus thoroughly examined? do

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? do

State latest date of internal examination of each boiler: _____ Present condition of funnel Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? yes. To what pressure were they afterwards adjusted under steam? 180 lb.

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? yes. 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: _____ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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: 18"

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no.

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: Complete.

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 death surveyor. 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. Continued on Page 2.

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, L.M.C. 9.11, or 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) £ _____ Fees applied for _____

Special Damage or Repair Fee (if any) (per Section 29.) £ 5:5:0 Received by me, J. W. Barrill

Travelling expenses (if chargeable) £ _____ Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
Assigned AS 1.40
APR 2 1940
Lloyd's Register Foundation
W 387-0162(112)

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.

REMAIN