

COPY.

Lloyd's Register of Shipping.



Port Halifax, Nova Scotia,

January 3rd, 1941.

This is to Certify that

H.W.R. MARKS,

the undersigned Surveyor to this Society did at the request of the Owners' representative, attend on board the steel single screw steamship "EMPIRE ENGINEER", 5345 tons gross register, of London, for the purpose of ascertaining the nature and extent of damage stated to have been sustained on September 27th, 1940, and subsequently, while on a voyage from Hartlepool to Baltimore via Grangemouth and Methil, in ballast.

For further particulars see log books.

On October 8th, 1940, and subsequently, made examination, the vessel then lying at anchor in Halifax Harbour, Nova Scotia, and later at Halifax Shipyard.

FOUND:- Main Engine:-

Crankshaft fractured abaft After web of L.P. section, and forward journal bent. Connecting rod and all bearings disturbed.

H.P., I.P., and L.P. top and bottom ends damaged.

All main bearings damaged, one casting being broken.

Main shafting from Forward end to tail shaft coupling out of line.

RECOMMENDATIONS:-

Removal of section, crankpin and journals, boring of webs and fitting of new crankpin, and journal at After end. Remetalling of same, and boring to suit pins and journals. Remetalling of same and boring to suit respective pins and journals. Lining of shaft through-out, and adjustment of thrust shoes.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

EMPIRE ENGINEERⁿ.

FOUND:-

All eccentric straps except L.P. Astern badly worn or damaged. I.P. gland broken, and studs damaged. Cylinder clearances at fault.

H.P. crankshaft section pin and Journals loose in webs.

I.P. crankshaft section apparently disturbed at webs. (Possibly due to racing excessively).

Auxiliaries:-

Port Weir's pump:- Unsatisfactory for feed purposes.

Filter tank:- leaking badly.

Stbd. Weir's pump:- Shuttle valve and chest worn beyond repair, water gland and studs stripped, cover damaged.

Ballast pump:- Overboard discharge valve defective.

General service pump:- Deck delivery valve at fault.

Ash winch:- Worn badly, and in need of overhaul.

Evaporator:- Several pipes damaged; and plant unsatisfactory.

Ash ejector:- Discharge pipe badly worn.

Air pump:- Overflow pipe defective.

Dynamo Engine:- Main bearings, top and bottom ends badly worn, oil pump defective, one crankcase door broken.

Fan Engine:- Piston valve and chest badly worn, piston rings defective.

Circulating engine:- Piston valve, and chest badly worn.

Feed Heater cover leaking badly.

Telemotor Gear:- Stuffing box and ram on Port side of transmitter defective.

Windlass:- Port wild-cat on Port side fractured, and shaft badly worn in way of same.

RECOMMENDATIONS:-

Remetalling of all except L.P. - Astern strap. Fitting of new studs and gland supplied by ship. Checking and adjusting of same.

Renewal of pin and journals to suit web after re-boring.

Removal of shaft section for further examination and testing. (In order).

General overhaul; fitting new rings both ends, new bucket rod, and cover.

Repairing of same.

Renewal of valve and chest, also studs and water gland, and repair of water-end cover.

Repairing of same.

Renewal of valve.

General overhaul of same.

General overhaul of evaporator and renewal of pipes.

Renewal of pipe.

Renewal of pipe with alteration of shape.

Overhaul of engine, oil pump, bearings, and renew door.

Boring of chest and renewal of valve and piston rings.

Boring of chest and renewal of valve.

New rings to supply and fit.

Retapping of stuffing box and adjustment of ram and gland.

Renewal of wild-cat and fitting of same to present shaft, after building up of same.

The above recommendations were carried out satisfactorily, and the Main engine and auxiliaries run for four hours deck-trial, as well as for three hours sea trial, and all found satisfactory.

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Surveyor to Lloyd's Register of Shipping.

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