

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

(Received at London Office)

OCT 25 1940

Date of writing Report Sept. 21st. 1940 when handed in at Local Office Sept. 21st. 1940 Port of Halifax, Nova Scotia,

No. in Reg. Book 73877 Survey held at Halifax, Nova Scotia, Date, First Survey Sept. 16th 1940 Last Survey Sept. 20th 1940 (No. of Voids 5)

on the Machinery of the ~~Wood~~ Steel single screw steamship "EMMAPLEIN"

Tonnage { Gross 5436 Net 3156 Vessel built at Rotterdam, By whom P. Smit Junior. When 1926 12

Nominal Horse Power 428 Engines made at Rotterdam. By whom P. Smit Junior. When 1926

No. of Main Boilers 3 Boilers, when made (Main) 1926 (Donkey)

No. of Donkey Boilers -- Owners N.V. Scheepvaart Maats. Millingen Owners' Address Rotterdam.

Steam Pressure in Main Boilers 180 Managers G.A. Spliethoff. Port Rotterdam. Voyage United Kingdom.

in Donkey Boilers -- If Surveyed Afloat or in Dry Dock Afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 7157 Port Bal

Particulars of Examination and Repairs (if any) Damage.

Periodical surveys, when held, must be reported in detail and written 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 summarized 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 Not required.

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? --

Do the same for Donkey Boilers? --

If this was not done, state for what reasons? --

And 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 -- Present condition of funnel(s) --

Did the Surveyor examine the Safety Valves of the Main Boiler? -- 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? -- 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 --

Machine 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? --

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 400,000 ohms? --

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

NOW EXAMINED:- Main injection valve spindle, bridge, and gland. (Low suction.)
Centre furnace and combustion chamber of Port Boiler.

FOUND:- Main injection valve, (low suction,) detached from it's spindle. RECOMMENDED:- That a diver be engaged to plug inlet to chest, to permit repair of valve and spindle.

Combustion chamber tube plate, of Centre furnace of Port Boiler, cracked for a distance of approximately eight inches, at flange forming part of furnace. Repair by electric welding.

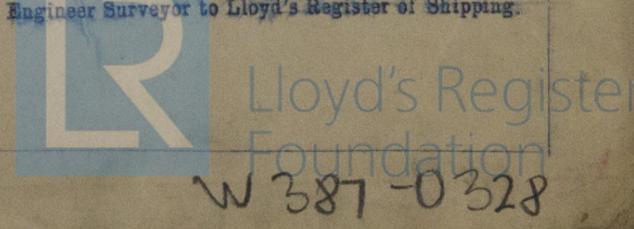
The above repairs were carried out satisfactorily, as recommended.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as seen (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, R.S. 2.11, R.S. 2.12, & L.M.C. 2.11, or L.M.C. 2.12, &c.) is in safe working condition, and eligible, in my opinion, to remain as classed, without fresh record of Survey.

Survey Fee (per Section 22) £ : :
Special Damage or Repair Fee (if any) \$50.00
Late fee. \$10.00
Travelling expenses (if chargeable) \$22.90
Fees applied for Sept. 21st. 40
Received by me, 19

A.W. Roberts
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 5 NOV 1940
Assigned As now
Wife Sec. Sh. a Trade Com.



W 387-0328