

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

(Received as London Office)

AUG 28 1940

27 AUG 1940

Port of

HULL

Date of writing Report

10

When handed in at Local Office

10

Last Survey

18. 8. 1940

(No. of Visits 9.)

Survey held at

Hull

Date, First Survey 2. 8. 40.

Book. in Survey held at

S.S. Empire Moose

907 on the Machinery of the Wood, Iron or Steel

Vessel built at **Alexandria, Va.** By whom **Virginia S.B.Corp** When 1920 ✓

Gross 6103

Net 4060

Tonnage 359

Main Power

of Main Boilers

Donkey Boilers

in Pressure

Main Boilers

Donkey Boilers

Report No. Port

Particulars of Examination and Repairs (if any) and Classification

al Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on 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.

ge cases where the Surveyor has not made a special damage report he is required to state whether he declined 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? Yes

Donkey "

"

"

"

as not done, state for what reasons?

part of the Boilers could not be thus thoroughly examined?

It 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.

2/8/40

Present condition of funnel(s) Efficient

Surveyor examine the Safety Valves of the Main Boiler?

Yes

To what pressure were they afterwards adjusted under steam?

200 lbs per sq.in.

Surveyor examine the Safety Valves of Donkey Boiler?

Centre

Yes

To what pressure were they afterwards adjusted under steam?

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

Centre

, and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boiler?

Yes

, and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers?

Yes, except main stop valve

, and of the Donkey Boilers?

Screw shaft now been drawn and examined?

2/8/40

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

ft now been changed? If so, state reasons

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?

Screw 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing 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 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?

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

following remains to be done. See Mobile Alabama report No. 1680 + Liverpool report No. 114235. Main engine

pump, aft feed pump, oil and fuel pressure pump, pumping arrangements, steam pipes to test. Also

in stop valve centre boiler.

Done Examined Air pump, main circulating pump, ballast pump, dynamo engines, steering gear,

and windlass.

Repairs see continuation sheet.

Boiler examined internally and externally, together with principal mountings, all found or placed in an efficient condition.

Boiler examined under hydraulic pressure of 260 lbs per sq.in. after repairs and found efficient.

Boiler examined under steam, found satisfactory and safety valves adjusted to 200 lbs per sq.in.

Circumstances did not permit main stop valve on centre boiler to be examined at this survey but considered efficient meantime.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen is

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. 0,11, E.&M.S. 0,11, L.M.C. 0,11, or

L.M.C. 140 lbs. F.D. &c.)

CS 2,32.

good condition & eligible in my opinion to receive favourable consideration, with a view to reclassification.

d to record of L.M.C. with date on completion of survey, subject to main circulating pump impeller

being reexamined in six months; also piston valve eccentric sheave to be keyed to shafting, in lieu of existing method of

locking, at earliest opportunity. Windlass port crank disc + starboard cap preventer being reexamined before completion of next survey.

Fee (per Section 20) £ 6 : . . .

Fees applied for

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Damage or Repair Fee (if any) £ 1 : . . .

Received by me,

Filing expenses (if chargeable) £ 1 : . . .

19

JUE 17 SEP 1940

R. Cliv. jun.

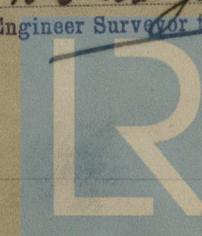
Engineer Surveyor to Lloyd's Register of Shipping.

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

Committee's Minute

No action

Signed



Lloyd's Register
WF289n-D182(h2)

"Empire Moose"Repairs Reclassification

Air pump Rod & pinion, gland & neck bushes renewed
new C. B. Hood fitted to bucket

Main circulating pump New impeller shaft fitted, bearings relined with lignum vitae. Impeller fitted with clearance disc recessed into body and secured by Countersunk screws. Outer edge of clearance disc fitted to impeller body. Four radial cracks in impeller body plugged at outer ends. Repair considered efficient in the meantime, but it is recommended same should be reexamined in six months.
new piston rod fitted, gland and neck bushes renewed.

The piston valve eccentric shaves is at present secured to shaft by two serrued pins. These have been renewed and considered efficient in the meantime; but it is recommended the eccentric shaves be keyed to shaft at the earliest opportunity before completion of special survey.

Ballast pump. New steam rings.

2 new slide valve spindles

Lubition and delivery valves seats machined.

Outboard Dynamo New piston and glands renewed
Governor overhauled

Inboard Dynamo New piston rings
Bottom tail brasses renewed
Governor overhauled.

Machines tested under load and found satisfactory.

Steering engine Opened out and found efficient. Telemotor system overhauled.
All tested under working conditions and found efficient.

Windlass Starboard Gipsy fitted with new C. B. bushes
Driving shaft sleeve pins rebushed
Port slide valve eccentric shaves renewed

Port crank disc fitted with steel ring shrunk & pinned on.

Starboard cable preventer pawl fitted with mild steel pawl
Steam and exhaust valves fitted with new spindles

Windlass tried under working conditions and found satisfactory.

It is recommended port crank disc, and starboard cable preventer pawl, be reexamined before completion of reclassification survey. Considered efficient in the meantime.

Centre Boiler Port wing furnace 4 rivets renewed in wrapper plate

A number of other rivets steams caulked

Centres " 6 rivets renewed in wrapper plate

3 " " . C.C. furnace flange

A number of other rivets steams caulked

Starboard " 5 rivets renewed in wrapper plate

A number of other rivets steams caulked

Boiler hydraulically tested to 260 lbs per sq. in after repairs, examined and found satisfactory.

Safety valve chest rejointed on Boiler.

Other minor repairs effected, labor 2 hours machinery tested under working conditions found efficient.

Submitted to action
Pending completion of
Reclassification Survey

J. D. A.
2018/40

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On 21st March 1910, Mr. R. H. Johnson, Surveyor
to the Board of Trade, reported that the vessel had
arrived at the port of Callao on the 18th instant
and was in position to be loaded with coal
and timber, the latter to be used for fuel on
the voyage to Australia, and that it was
estimated that the vessel would be required
to remain in the vicinity of Callao until
the arrival of a suitable surveyor.

On 26th March 1910, Mr. J. D. A. Johnson,
Surveyor to the Board of Trade, reported
that the vessel had been loaded with
coal and timber and was ready to
commence her voyage to Australia.

On 28th March 1910, Mr. J. D. A. Johnson,
Surveyor to the Board of Trade, reported
that the vessel had been loaded with
coal and timber and was ready to
commence her voyage to Australia.

On 29th March 1910, Mr. J. D. A. Johnson,
Surveyor to the Board of Trade, reported
that the vessel had been loaded with
coal and timber and was ready to
commence her voyage to Australia.

On 30th March 1910, Mr. J. D. A. Johnson,
Surveyor to the Board of Trade, reported
that the vessel had been loaded with
coal and timber and was ready to
commence her voyage to Australia.

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On 31st March 1910, Mr. J. D. A. Johnson,
Surveyor to the Board of Trade, reported
that the vessel had been loaded with
coal and timber and was ready to
commence her voyage to Australia.