

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

(Received at London Office

23 MAY 1930

Date of writing Report 22nd May 1930 When handed in at Local Office 22nd May 1930 Port of Brethampton
 No. in Reg. Book 20191 Survey held at Brethampton Date, First Survey 11th May 1930 Last Survey 14th May 1930
 on the Machinery of the Wood Iron or Steel S.S. EMPRESS OF SCOTLAND (No. of Visits 2)
 Tonnage Gross 25160 Net 15151 Vessel built at Shettin By whom Art. Gas Vulcan When 1905
 Engines made at " By whom " When 1905
 Nominal Horse Power 2992 Boilers, when made (Main) " (Donkey)
 No. of Main Boilers 29 Owners Canadian Pacific Ry Co Owners' Address "
 No. of Donkey Boilers 5 Managers Canadian Pacific S.S. Co Ltd Port London Voyage Montreal
 Steam Pressure in Main Boilers 215 If Surveyed Afloat or in Dry Dock Floating Dock
 in Donkey Boilers " (State name of Dock.)

Last Report No. " Port "Particulars of Examination and Repairs (if any) Damage

(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? Yes. Capt. attached

Was a damage report made by anyone else? If so, by whom? Mr. Williams

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do, " Donkey " " "

If this was not done, state for what reasons?

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?

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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Both good fit

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

Damage stated to have been caused by grounding off Quebec 30th April 1930
 3 blades of star propeller damaged on edge, now sent to shop for
 facing & dressing up. 3 spare blades fitted
 Port Propeller nut & plate nuts tightened up & re-cemented.
 Rudder pinthe guard studs removed
 Zinc plates & studs on Stern Frame removed

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, 12, B.S.M.S. 9, 12, or L.M.C. 9, 12, 140 lb., F.D., &c.)

far as seen is in safe working condition & eligible in my opinion to remain as classed without fresh record

Survey Fee (per Section 28) £ : :
 Special Damage or Repair Fee (if any) (per Section 28.) Report £ 2 : 0
 Travelling expenses (if chargeable) £ : :

Fees applied for
12th May 1930
 Received by me,
20.6.1930

Committee's Minute FR. 13 JUN 1930

Assigned As above.

FR. 19 DEC 1930

G. A. Dryden
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W611-0109

Grounding damage

Propeller repairs effected

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

J. H. M.

31. 5. 30

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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