

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

(Received at London Office)

17 MAY 1930

Date of writing Report May 5 1930 When handed in at Local Office May 5 1930 Port of Saint John N.B.  
 No. in Survey held at Saint John N.B. Date, First Survey April 26 Last Survey April 29 1930  
 g. Book. 0182 on the Machinery of the Wood, Iron or Steel Tug Boat S.S. "Empress" (No. of Visits 6)

nage { Gross 1342  
 Net 612 Vessel built at Newcastle By whom Swart Hunter & Wigham When 1906-5  
 Engines made at " By whom " When "  
 Boilers, when made (Main) " (Donkey) "  
 Owners Canadian Pacific Ry Co Owners' Address "  
 Managers " (If not already recorded in Appendix to Register Book).  
Port Charlotte Voyage Atlantic  
 If Surveyed Afloat or in Dry Dock in D.D.  
 (State name of Dock.) At John D.D. & S.B. Co

Last Report No. " Port "

## Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and verbatim 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.

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? Yes

Do. " Donkey " " " No

Was this not done, state for what reasons? Donkey boiler to be surveyed later

What parts of the Boilers could not be thus thoroughly examined?

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? Yes

To what pressure were they afterwards adjusted under steam? 160 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? Yes

, and of the Donkey Boiler?

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? Yes

, 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? No If so, state reasons

Has the shaft now fitted been previously used? No 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? 1/16"

The Survey is not complete, state what arrangements have been made for its completion and what remains to be done? This survey forms part of 2nd S.S. No 3. The remaining parts to be surveyed when the new stern now under construction in England is placed on the route.

Both main boilers cleaned and examined internally and externally, all boiler mountings opened examined repaired as required and closed in good condition. Sea connections opened cleaned and closed in good condition. Tailshaft, stern and bracket bearings examined in place all fastenings examined. Safety valves adjusted by steam. Circulating pump & condenser examined and tested.

## Repairs

H.P. M.P. & L.P. glands of Starboard & Port engine taken down and adjusted. Damaged edge section to fore hold repaired. Main discharge pipe (exhaust) from port condenser removed. New rings fitted in circulating pump and Impeller examined, inlet cleaned. New spindles fitted in main feed check and started also in surface blow of port boiler.

## 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, or L.M.C. 9, 11, 140 lb, F.D., &c.)

This vessel's main boilers are now in good condition. (The donkey boiler has not been surveyed). Parts of the main and auxiliary machinery also found or put in good condition. I recommend that the present record be maintained in the Register Book until Sept 30 1930. when the remaining requirements of 2nd S.S. No 3 are to be carried out.

Survey Fee (per Section 28) £ 75.00  
 Special Damage or Repair Fee (if any) £  
 Travelling Expenses (if chargeable) £

Fees applied for  
May 5 1930  
 Received by me,  
19

Committee's Minute

Assigned note As now

WED. 11 JUN 1930

FRI. 3 JUL 1930

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 E. & D. Dalton  
 Engineer Surveyor to Lloyd's Register of Ships  
 Lloyd's Register Foundation



Both Condensers cleaned and tided. New rings in piston of steering engine  
 Air pumps opened cleaned and closed in good condition  
 Eccentric sheaves of M.P. engines. Port and Starboard taken to shop. machined  
 and all four shafts re-metalled. New white metal in port & P. eccentric shaft  
 Feed pumps partially overhauled  
 New packing rings in H.P. and M.P. Port & Starboard engines

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

0 - Nov

6.30 1st road  
 vessel (building  
 etc) is delivered about 9.30

Docking.

submitted that these  
 WILL BE payable  
 second P.L. 4.30 when  
 D.B.L. has been held.

26/5/30  
 Mr. Swanwick of  
 Mr. Swanwick of  
 Mr. Swanwick of



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