

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

(Received at London Office

6 OCT 1944

Date of writing Report

19

When handed in at Local Office

5 OCT 1944

Port of

SUNDERLAND.

No. in Survey held at

Sunderland

Date, First Survey

Sep 18

Last Survey

Sep 29 1944

Reg. Book. 89346 on the Machinery of the Wood, Iron or Steel

EMPIRE CREST

(No. of Visits

5)

Tonnage } Gross 3738
Net 2000

Vessel built at

Sunderland

By whom

Sigsbee & Sons, Ltd.

When

Year. Month.

1944

Engines made at

do.

By whom

W. D. & Sons, Ltd.

When

do.

Nominal Horse Power

Boilers, when made (Main)

do.

(Donkey)

do.

No. of Main Boilers

Owners Ministry of War Transport

Owners' Address

(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers

Managers Bulk Oil S.S. Co. Ltd.

Port

Sunderland Voyage

Steam Pressure in Main Boilers

If Surveyed Afloat or in Dry Dock

At Sea

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.
X for Special Survey
Date of last Survey and of
Periodical Surveys.Year
assigned
now
expired.Machinery and Boiler
Surveys
(including date of N.B., if any).

Last Report No.

Port

Particulars of Examination and Repairs (if any) Damage

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

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?

" " 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?

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

Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward.

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 100,000 ohms?

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

Complete.

Now done for Damage started to tear has caused by fire in the after end of the engine room on 16th September 1944 at fitting in bulk (S.S. yard).

Examined intermediate & screw shaft couplings, journals & bearings, ducking trials and pumps & oil purifiers & pumping arrangements in way of fire.

Shafting found undamaged & alignment good. Pumps & purifiers at least superficially damaged. Pumping arrangements undamaged.

Repairs for Damage: - Fuel pumps & purifiers removed - those removed to p.t.o.

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, E.S.M.S. 9,11, X L.M.C. 9,11, or X L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, as now run, is in an efficient condition and eligible for classification as recommended in Rpt 46. Sunderland 1st Survey Rpt No.

Survey Fee (per Section 29)

£

:

:

Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.)

£

:

:

Received by me,

Travelling expenses (if chargeable)

£

:

:

19

Committee's Minute

Assigned

TUES. 17 OCT 1944

+ LMC 9.44

Ch. Oil Eng.

DB 150 lb

L.R. Home
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Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register
Foundation

007457-007464-0235

Attach to
FE

Further examined with a view to use in another barrel.
Lead pipes tested in place to about $1\frac{1}{2}$ working pressure and found sound.