

PACUARE 2X

No. 408

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 14 JUN 1947)
Port of Hamburg

Survey held at Hamburg Date. First Survey 28/1/46 Last Survey 6/3 1947
(No. of Visits 32)

on the Machinery of the ~~Wood, Iron or Steel~~ motor vessel "Empire Alde" (ex Pelikan)

Gross - Vessel built at Bremen-Vegesack By whom Bremer Vulcan Year. Month. 1935
Net - Engines made at Bremen-Vegesack By whom Bremer Vulcan When 1935
Main Boilers - Boilers, when made (Main) - (Donkey) -
Donkey Boilers - Owners Elders & Ryffes Ltd. Owners' Address -
Pressure - Managers - (if not already recorded in Appendix to Register Book.)
Main Boilers - If Surveyed Afloat or in Dry Dock Afloat and in Drydock Port London Voyage -
Donkey Boilers - (State name of Dock.) Deutsche Werft, Hamburg

Report No. Port

Particulars of Examination and Repairs (if any) L.M.C.

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

Classification Contemplated

CHARACTER. Date of last Survey and of Periodical Surveys. Years assigned to expired. Machinery and Boiler Surveys (including date of N.B., if any)

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

means, in the absence of internal examination, were adopted by the assure himself of the thorough efficiency of those parts of each Boiler?

Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

now been changed? No If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 8-7-46 State the wear down in the 2 m/m Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

Following items have now been examined with a view to this vessel's machinery receiving the record of LMC with in the Register Book: -

Main engine and all auxiliary machinery throughout, including: -

Cylinders, pistons, valves and valve gear, scavenge pump in its entirety, connecting rods and their top and bottom end brasses, crossheads, guides, pumps, crank, thrust and intermediate shafts, the screw shaft, the stern the propeller and the sea connections and their fastenings.

Cylinders, pistons and valves of the air compressors. The port and starboard air receivers internally. Double bottom fuel storage tanks and the daily supply tanks examined internally and externally together with fittings and connections.

Valves, cocks, pipes and strainers of the pumping arrangements throughout the vessel.

1: - Pumping arrangements have been modified in accordance with approved plans. All modifications and alterations to the pumping arrangements have been completed with the exception of the fitting of an open bottom, the port cock as shown in approved Bilge and Ballast Pipe Plan, Deutsche Werft RM 53, approved P.M.19.3.47. p.t.e.

General Observations, Opinion, and Recommendation: - This vessel's machinery is eligible in my opinion, to be (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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., PD, &c.) CS 2,34.

Record of LMC 3,47 in the Register Book with record of TS CL 7,46, subject to the pumping arrangements completed in accordance with approved plan, Deutsche Werft RM 53, the auxiliary starting air receiver being in accordance with the Rule Requirements before being used, and to the new electric cables now fitted in the accommodation in the poop space being further examined and dealt with as found necessary upon vessel's arrival in the U.K.

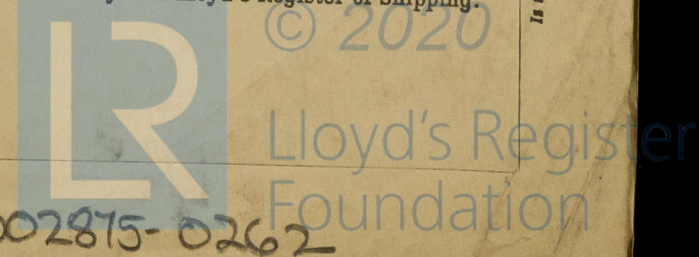
Fee (per Section 29) £ : : Fees applied for 19 Received by me. Engineer-Surveyor to Lloyd's Register of Shipping.

Alterations Damage or Repair Fee (if any) £ 15 : 15 : 0 Revision of Owner's Specification (if chargeable) £ 21 : 0 : 0 Date 10 October 1946

Minutefee (6-3-47) 3 - 3 - 0 See how 115402

Insert Character of Ship and Machinery precisely as in the Register Book.

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



002870-002875-0262

Contd.

Note: 2: - An auxiliary starting air receiver has been placed in position in the engine room (port side). This receiver has not been tested as required by the Rules and has not, at this time, been connected to the existing starting air pipe lines.

Electrical: -

The fittings on all main and sub-distribution switchboards and boxes examined and found to be in an efficient condition and not over-fused.

Electric cables examined as far as practicable, including the refitting of new cables to the refrigeration installation brine pump motors and the new cable fitted in the new crews' accommodation in the poop space.

An insulation resistance test has been carried out on the generators, cables, heaters, fittings etc. and the resistance found to be or now placed at not less than 100,000 ohms.

The prime movers (diesel motors) of the electric generators have been opened out and examined in their entirety including, cylinders, pistons, valves and valve gear, connecting rods, gudgeon pins and bushes, both end brasses, the crankshafts and all main bearings.

All electric motors driving essential auxiliary machinery, including the steering gear, have been examined and found to be or now placed in good order.

All generators, four (4) in number have been run in turn, all main switches and current breakers operated under working conditions.

Note: - The electrical circuits installed in the newly built crews' accommodation in the poop space are not in accordance with Rule Requirements. The electric cable used is such as was approved as a war time measure by Germanischer Lloyd, and the appropriate German Government Department, but it is recommended that the new installation be further examined and dealt with as found necessary upon vessel's arrival in the U.K.

The main and all auxiliary machinery including the steering gear have been examined under full working conditions with satisfactory results.

It is considered, as a result of the foregoing survey of the main and auxiliary machinery and all fittings and connections, also the electrical installation, that this vessel's machinery is in good condition, the spare gear to Rule Requirements and in good condition, and that it is eligible to be classed L.M.C. in the Register Book subject to items mentioned in the Recommendations over leaf.

Handwritten signature: J. H. Mitchell

The following drawings are being despatched under separate cover: -

1. Scavenge pump crank shaft.
2. Main engine crank shaft.
3. Shafting.
4. Starting air lines.
5. Bilge and ballast pipe plan.
6. Alteration of Ballast pipe line.



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