

## PORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office)

7 AUG 1947

Writing Report 17-7-47 19..... When handed in at Local Office..... 19..... Port of Hamburg.

Survey held at Hamburg Date First Survey 31-1-46 Last Survey 18/7 1947  
(No. of Visits 34)

on the Machinery of the Wood, Iron or Steel "EMPIRE MOWDDACH" (ex Pontos)

Vessel built at Vegesack By whom Bremer Vulkan When 1935 10  
Engines made at Vegesack By whom Bremer Vulkan When 1935

Boilers, when made (Main) (Donkey) -

Boilers Owners Elders and Fyffes, Ltd. Owners' Address -  
(if not already recorded in Appendix to Register Book)

Boilers Managers - Port London Voyage -

Boilers If Surveyed Afloat or in Dry Dock Afloat and in Dry dock  
(State name of Dock.)

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

CHARACTER.	Years assigned to class	Machinery and Boiler Surveys (including date of N.B., if any)
* for Special Survey. Date of last Survey and of Periodical Surveys.		
Class Contemplated.		

Port No. Port  
s of Examination and Repairs (if any) LMC, Alterations, Repairs.

ays, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the cause of Repairs, if any, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly the end of the report. State also the dates and initials of any letters respecting this case.

es where the Surveyor has not made a special damage report he is required to state whether he offered his for this purpose, and why they were declined

e report made by anyone else? If so, by whom?

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

Donkey

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?

te of internal examination of each boiler

Present condition of funnel(s) Good

or examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

or examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers?

or examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

or examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

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.

been changed? No If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft 28-3-47.

State the wear down in the

new, close fit Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

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 the Register Book: -

main engine and auxiliary machinery throughout, including: - all cylinders, pistons, valves and valve gear, pump in its entirety, connecting rods and their top and bottom end brasses, cross heads, guides, pumps, crank, d intermediate shafts, the screw shaft, the stern bush, the propeller and the sea connections and their s.

stern tube fitted at this time and shafting re-aligned.

cylinders, pistons and valves of the air compressors. The port and starboard air receivers internally. The ttom fuel storage tanks and the daily supply tanks examined internally and externally together with their and connections.

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

The pumping arrangements have been modified in accordance with approved plans, and all work in this connect- p.t.o.  
leted and tested.

Observations, Opinion, and Recommendation: This vessel's machinery is eligible in my opinion, to be

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., FD, &c.) CS 2,34.

the Record of LMC 7,47 in the Register Book with Record of TS CL 3,47 subject to the completion of the al installation in the crew's accommodation.

Alterations 15 15 0

ion of Owner's

ago or Repair Fee (if any)

ation from Feb to Oct. 46.

expenses (if chargeable)

Repairs

e's Minute

Fees applied for

No rendered from

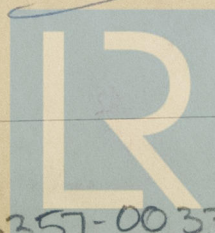
Received by me,

19

FRI, 3 OCT 1947

Engine Surveyor to Lloyd's Register of Shipping.

See minute Ham mchly Rpt. 441



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Lloyd's Register

003357-003368-0046

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

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



Contd.

"EMPIRE MOWDACH".

Note 2: - An auxiliary starting air receiver has been fitted in position in the engine room - port. The receiver has been connected to the existing compressed air lines, tested to WP x 2 (60 atmos) and found satisfactory.

Electrical: -

The fittings on all main and sub-distribution switch boards and boxes examined and found in an condition and not over-fused.

An insulation resistance test has been carried out on the generators, cables, heaters, fittings 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 entirety, including cylinders, pistons, valves and valve gear, connecting rods, gudgeon pins and bushes, bottom end brasses, the crank shafts and all main bearings.

Note: - New crank shaft fitted to the inboard forward auxiliary motor. Certificate attached hereto.

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, three (3) in number have been run in turn, all main switches and current breakers operated under working conditions.

Note: - The electrical circuits in the newly built crew's accommodation in the poop space remain to be completed in the U.K. This on account of lack of approved material in this area. Temporary lighting has been fitted in the above mentioned accommodation for the passage from Hamburg to the U.K.

The main and all auxiliary machinery including the steering gear has been examined under fully 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 so far, that this vessel's machinery is in good condition, the spare gear to Rule Requirements and in good condition, and that this machinery is eligible to be classed LMC in the Register Book subject to items mentioned in the Recommendations over leaf.

*X. E. Hutchings*



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Foundation