

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

(Received at London Office)

Date of writing Report... 22.6.46. 19... When handed in at Local Office... 22.6.46. 19... Port of... GENOA

No. in Survey held at... GENOA Date. First Survey... 29/4/46 Last Survey... 17/5/ 1946
 Reg. Book. (No. of Visits... 11)

on the Machinery of the ~~Wood, Iron or Steel~~ S.M.T. "EMPIRE MACCOLL" Year. Month. 1943 11

Tonnage { Gross 9133 Vessel built at Birkenhead By whom Cammell Laird & Co. Ltd. When 1943 11
 Net 4830 Engines made at Glasgow By whom Harland & Wolff, Ltd. When 1943
 Nominal 490 Boilers, when made (Main) - (Donkey) 1943
 Horse Power - Owners Ministry of War Transport Owners' Address -
 No. of Main Boilers - Managers British Tanker Co., Ltd. (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 2 Port Liverpool Voyage -
 Steam Pressure - in Main Boilers -
 in Donkey Boilers 150 lbs. If Surveyed Afloat or in Dry Dock Afloat & in Dry-dock.
 (State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C. (C.S.) & DOCKING & ALT.

(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.

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 " " No.

If not, state for what reasons D.B.S. not due 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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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 draft 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 the screw shaft now been drawn and examined? No

Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

stern bush 86/1000" Is electric light and/or power fitted? Yes 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?

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

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

NOW DONE FOR L.M.C. (C.S.) - Nos. 2 & 3 cylinders, pistons, valves, covers, crossheads, top end brasses, examined and found satisfactory.

NOW DONE FOR DOCKING. - Vessel placed in dry-dock and the propeller, sea connections together with inside and outside fastenings, examined and found in order.

The Electrical Equipment examined and placed in order to meet the requirements of Section 15 of the Rules for Electrical Equipment.

The exhaust gases from the main engine have at this time been adapted for use in the Donkey Boilers as an alternative means of heating to the oil fuel burning installation already fitted.

General Observations, Opinion, and Recommendation: The machinery of this vessel, as now seen is in a good and

(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., FD, &c.)

efficient condition and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) Lit. 20,000.=

Fees applied for

Special Damage or Repair Fee (if any) £

Car exps. fund " 2,000.=

Travelling expenses (if chargeable) £ 500.=

Received by me, 14/6/46

Committee's Minute

Assigned As now subject

2 AUG 1946

Lloyd's Register Foundation

003495-003502-0245

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

C.S. advanced

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

Subject of previous
95.
24.7.46.
See Separate endorsement.



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