

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

(Received at London Office)

Writing Report 1<sup>st</sup> July 1947 When handed in at Local Office 1<sup>st</sup> July 1947 Port of CARDIFF  
Survey held at CARDIFF Date. First Survey 28<sup>th</sup> Apr. Last Survey 19<sup>th</sup> June 1947 (No. of Visits 21)

on the Machinery of the Woolston Steel "EMPIRE ALDGATE" Year. Month. When 1945 7  
Gross 3485 Vessel built at WEST HARTLEPOOL. By whom W. GRAY & CO. LTD. When 1945  
Net 2187 Engines made at WEST HARTLEPOOL. By whom CEN. MAR. ENG. WORKS. (W. GRAY & CO. LTD.) When 1945  
Main Boilers 2 Boilers, when made (Main) 1945 (Donkey) -  
Donkey Boilers - Owners MINISTRY OF TRANSPORT. Owners' Address -  
Pressure - Managers RODNEY SHIPPING CO. LTD. Port WEST HARTLEPOOL Voyage -  
Main Boilers 200lbs. If Surveyed Afloat & in Dry Dock MOUNTSTUART DRY DOCK & EAST DOCK.

Report No. - Port - Particulars of Classification which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Conv. to oil fuel burning. DOCKING.

CHARACTER. \*100A1 Machinery and Boiler Surveys (including date of N.B., if any) \*LMC 7,45  
Date of last Survey and of Periodical Surveys. with freeboard. 5,46 TS (CL)  
Years assigned now or expired. Cargo battens not fitted.

State clearly the cause of Repairs, if any, in detail, 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 summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Where 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.

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no.

What parts of the Boilers could not be thus thoroughly examined? B.S. not due.

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? -

Latest date of internal examination of each boiler - Present condition of funnel(s) -

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

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

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

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

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

Has the screw shaft now been drawn and examined? - Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has the 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 1.5.47 State the wear down in the screw bush close Is electric light and/or power fitted? - 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? -

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

Conversion from coal to oil fuel burning: Oil fuel pressure pump unit and oil fuel transfer pump and all associated piping and fittings to burn oil fuel now installed in the stokehold. Oil fuel pressure pipes to furnace fronts from pumps tested to 400lbs. per sq. inch hydraulic pressure. Other oil fuel pipes in machinery space tested to 30lbs. per sq. inch hydraulic pressure. Two settling tanks installed in what was the cross bunker. These tanks tested to a head of 10 feet water. Heating coils fitted in settling tanks, deep tank and No.3 D.B. tank, and tested to 400lbs. per sq. inch hydraulic pressure after fitting in place. Drains from all heating coils led to an observation tank in machinery space. All lead bilge suction pipes in machinery spaces removed and steel pipes substituted. Water service pipes and hoses are provided for flushing machinery space tank tops. Smothering steam pipes fitted under boilers. All the foregoing oil fuel burning and smothering steam installations, are in accordance with P.T.O.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good condition

(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.) seen

As far as now seen and eligible to remain as classed with fresh record of Tail Shaft/C.L. 5,47 and the notation of "Fitted for oil fuel 6,47 F.P. above 150°F." (See Rpt. 8 regarding conversion of deep tank and No.3 D.B. Tank)

Survey Fee (per Section 29) TS £ 2: 0: 0 Fees applied for July 1947  
Conversion to oil burning £ 15: 15: 0 Received by me, H. W. G. Paton  
Special attendance fee £ 3: 3: 0  
Travelling expenses (if chargeable) £ -

LICENCE CASE. FRI 15 AUG 1947  
Committee's Minute As now  
Assigned S. 5, 47 Fitted for oil fuel 6, 47 F.P. above 150°F  
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17-8 AUG 1947

"EMPIRE ALDGATE"

the approved plans.

Oil fuel and smothering steam installations on completion were tested under working conditions and found satisfactory.

NOTE:- The overflow pipes of the oil fuel settling tanks (Tracing No. 7023 ) have been dispensed with.

DOCKING:-

Vessel in dry dock. Examined, propeller, stern bush, fastenings of all underwater connections, all sea valves and cocks.  
Tail Shaft withdrawn, examined and found slightly grooved at forward end of cone. Liner cut back and cone end machined.  
A new bronze propeller has now been fitted.  
Stern bush rewooded.

*WUB*

F.S. not due.

Conversion to oil burning

15 15 0

0 0 0



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