

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

(Received at London Office

13 MAR 1948

Date of writing Report. 27/2/ 48

When handed in at Local Office 19

Port of ALEXANDRIA.

No. in Survey held at ALEXANDRIA.

Date. First Survey 10/1/48 Last Survey 23/2/ 19 48.

(No. of Visits 2)

23143 on the Machinery of the ~~Wood, Iron or Steel~~ Sc. Tanker "EMPIRE BAIRN"

Tonnage { Gross 813 Vessel built at Glasgow By whom Blythswood & Co. Ltd. Year. Month. 1941 12
 Net 333 Engines made at Glasgow By whom D. Rowan & Co. Ltd. When 1941 12
 Nominal 139 Boilers, when made (Main) 1941 12 (Donkey)
 No. of Main Boilers 1 Owners Ministry of Transport Owners' Address
 No. of Donkey Boilers Managers Coastal Tankers, Ltd. (if not already recorded in Appendix to Register Book.)
 Steam Pressure— 190 Port Glasgow Voyage
 in Main Boilers
 in Donkey Boilers

If Surveyed Afloat or in Dry Dock Afloat

(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) GENERAL EXAMINATION FOR VOYAGE TO BOMBAY.

(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 " "

If not, state for what reasons

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 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 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 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

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?

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

COMPLETE.

Now done: All, Main and auxiliary Machinery generally examined (not opened up) and found in good condition.

Records on board the vessel, show that the machinery has been functioning satisfactorily, and I believe the vessel to be safe for the contemplated voyage to Bombay.

General Observations, Opinion, and Recommendation:

The Machinery of this vessel, as now seen, is in

(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.)

safe working condition, and eligible in my opinion to remain as now classed, without fresh record of Survey.

Survey Fee (per Section 29) £ : ---

Fees applied for

Special Damage or Repair Fee (if any) £ : ---

(per Section 29.)

Travelling expenses (if chargeable) £ : ---

Received by me,

Committee's Minute

Assigned

WED 7 APR 1948

Deferred

AL Macpherson
 Engineer Surveyor to Lloyd's Register of Shipping.



© 2021

Lloyd's Register
 Foundation

009222-009231-0181