

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES & BOILERS

No. 8294

(Received at London Office

24 SEP 1946)

Date of writing Report 3/8/ 1946 When handed in at Local Office 3/8/46 1946 Port of BOMBAY
 Survey held at BOMBAY Date. First Survey & Last Survey 14-7- 1946.
 on the Machinery of the ~~Wooden~~ Steel screw steamer "EMPIRE HONDURAS" (No. of Visits 1)

Gross 7320 Vessel built at Sunderland By whom Short Bros. Ltd. Year 1945 Month 10
 Net 5176 Engines made at Sunderland By whom George Clark (1938) Ltd. When 1945 - 10
 Main 510 Boilers, when made (Main) 1945 (Donkey) -
 Owners Ministry of War Transport. Owners' Address _____
 in Boilers 3 (SPT) Managers Andrew Mein etc (If not already recorded in Appendix to Register Book.)
 Key Boilers - Port Sunderland. Voyage _____
 Boilers 220 lbs. If Surveyed Afloat or in Dry Dock Hughes & Co.
 (State name of Dock.)

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

CHARACTER. *for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired	Machinery and Boiler surveys (including date of N.B., if any)
<u>+100A1-10,45</u> <u>with freeboard</u>		<u>+LMC-10,45</u> <u>TSCl</u>

Particulars of Examination and Repairs (if any) dry.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. On account of Damage (the cause of which must be stated) should be separated from Repairs due to 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 the Surveyor has not made a special damage report he is required to state whether he offered services for this purpose, and why they were declined.
- Has a special damage report made by any one else? If so, by whom?
- Did you personally go inside each Main Boiler separately and make a thorough examination at this time?
- Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time?
- Where necessary, state for what reasons.
- Were 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?
- Was an internal examination of each boiler?
- Did you examine the Safety Valves of the Main Boiler? Present condition of funnel (s) _____
 To what pressure were they afterwards adjusted under steam? _____
- Did you examine the Safety Valves of Donkey Boiler? _____
 To what pressure were they afterwards adjusted under steam? _____
- Were the manholes, doors and their fastenings of the Main Boilers? _____, and of the Donkey Boilers? _____
- Were the manholes, doors and their fastenings of the Donkey Boilers? _____, and of the Donkey Boilers? _____
- Did you examine all the mountings of the Main Boilers? _____, and of the Donkey Boilers? _____
- Were the shafts now being drawn and examined? _____
 Is it fitted with continuous liner? _____
 Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____
- When changed? _____
 If so, state reasons _____
- Were shafts fitted been previously used? _____
 Has it a continuous liner? _____
 Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____
- Was an examination of Screw Shaft? _____
 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. _____
- When referred to by numbers, should be counted from forward.
- Did you examine the generators, motors, switchgear, cables and fuses? _____
 Is electric light and/or power fitted? _____
- Was the resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? _____
- When complete, state what arrangements have been made for its completion and what remains to be done.

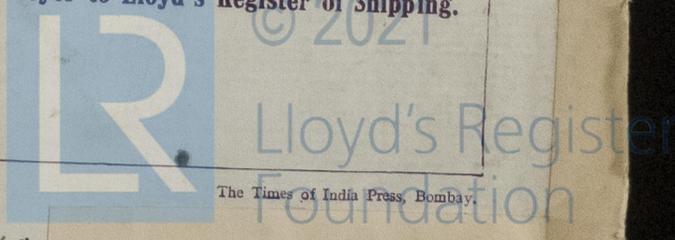
NOW DONE:- Vessel in dry dock. Propeller, sea fastenings and sea connections examined.

Observations, Opinion, and Recommendations:-

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, B.S. 9,11, B.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)
 The machinery of this vessel is eligible, in my opinion, to be continued in her present class without fresh record. CS 3,34.

Port of Docking Rs. 45/-
 Repair Fee (if any) £ _____
 (if chargeable) £ _____
 Fees applied for 3/8/1946
 Received by me, _____
 1946
 FRI. 11 OCT 1946

John Ruddle
 Engineer Surveyor to Lloyd's Register of Shipping.



011823-011825-0169

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

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

Docking

It is submitted that this
entry is eligible to remain
as **CLASSED**.

*Roll
10/10/46*



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