

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office SEP 20 1940)

14/9/40 18/9/40 Port of MANCHESTER
Survey held at Manchester Date, First Survey 19/8/40 Last Survey 30/8/40
59 on the Machinery of the Wood, Iron or Steel 1/2 "EMPIRE BISON" ex "WEST CAWTHON"
Gross 5612 Vessel built at San Pedro, Cal. By whom S. Western S.B. Co.
Net 3492 Engines made at Los Angeles By whom Llewellyn Iron Works
552 389 Boilers, when made (Mgin) (Donkey)
Main Boilers 3 Owners Ministry of Shipping Owners' Address
Donkey Boilers 1 Managers Sir R. Roper & Co. Ltd. Port London Voyage
Main Boilers # Surveyed Afloat or in Dry Dock N°9. Salford Docks.
Donkey Boilers

Report No. Port Advancement of
Particulars of Examination and Repairs (if any) Survey for Classification

Medical Surveys, when held, must be reported in detail and seriation in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and the details of any letters respecting this case.

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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Was the examination of the Main Boilers not done, 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?

Latest date of internal examination of each boiler Centre & Stbr. 22/8. Pat 27/8.

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

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has the screw shaft now been drawn and examined?

Has the shaft now been changed?

Has the shaft now fitted been previously used?

Date of examination of Screw Shaft

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

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

ALL DONE. All three main boilers examined internally & externally, with all mountings, etc. & found in good condition. Safety valves of all three boilers adjusted to the pressure previously used, i.e. 210 lb/sq in under steam.

Oil fuel burning installation examined under working conditions, fuel tank valves & deck control gear found in working order, & all discharge piping between pumps & furnaces found to be in good order, accessible, visible & well lighted for their entire length & all joints tight. Steam supply to pumps controllable from Engine Room & from deck inside tidley casing.

Steam smothering apparatus is not fitted but the following is provided in Boiler Room:- One Lax Hose system with two large bottles (steel) of chemical permanently connected thereto. Two 2 1/2 gallon cylinders of Foamite type. One length of hose for water service.

General Observations, Opinion, and Recommendation:- This vessel's machinery, as now seen, is in good condition & eligible, in my opinion, to be classed with this Society & to receive the record of LMC with date when the survey has been completed.

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, B.S. 9,11, B.S.M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

Fee (per Section 29) £ : : Fees applied for £ 19
Damage or Repair Fee (if any) £ : : Received by me, £ 19
Printing expenses (if chargeable) £ : :
Committee's Minute
Signed

5/3 "EMPIRE BISON"

M.P. Cylinder, Cover, piston, crosshead & crankpin - with their bearings - examined & found in good order.

Both dynamo engines opened out, examined & found in good condition. For electrical installation, see separate report herewith.

Facilities were not available for opening up further parts of the machinery & pumps but same have been generally examined as far as possible for condition & found good.

First Entry Reports on the Boilers & Machinery are attached hereto. These have been filled in as far as was possible on this occasion.

It is understood the survey will be advanced on vessel's return from her present voyage.

The Owner's Superintendent has been requested to obtain plans of the Bilge, Ballast & Oil Fuel Piping & Boilers so that further checking may be carried out on vessel's return to the U.K.

RM.