

COPY

MINISTRY OF SHIPPING SURVEYORS' OFFICE,  
Middlesbrough.

EMPIRE STRAIT - Sir W. Gray's S.S. No. 1112.

I beg to report as follows respecting the defects in the above named vessel which has recently been completed for the Ministry:-

I. Forepeak tank bulkhead:-

The damage sustained by this bulkhead and the repair necessary is shown on the attached sheet.

The fore peak tank was pumped up on the passage from West Hartlepool to Middlesbrough on the 2nd inst. without removing the cover to the air pipe with the result that an excessive pressure was put on the bulkhead plating.

The means of closing the air pipe is a wood disc secured in place by spring clips and bayonet joint and is such that although air would be released with the disc in place the area available for the emission of water would be restricted and an excessive pressure in the tank would certainly result if the pumping was continued after the tank was filled.

The Chief Officer and Chief Engineer do not appear to have realised the position at the time.

The air overflow pipe is situated on the forecastle head and the scantlings of the bulkhead have been approved on that basis.

It is estimated that the repairs will take from 3 to 4 weeks.

II. "Telemotor".

This was found defective on passage although it had been tested previously to the satisfaction of Lloyd's Surveyor and the Chief Officer and Chief Engineer.

The gear is in process of overhaul by steering gear experts and up to the present two defects have been found (1) Glands on bridge leaking thus allowing loss of pressure and (2) movement of bracket carrying control lever to economic valve. The hydraulic packing in (1) is receiving attention and fitting bolts are being fitted to the bracket.

III. Midship Sanitary tank leaking:- This was found to be due to the valve to hospital W.C. tank being held in the open position by a broom. The system has been tested and found in order.

IV. Fresh water tank:- Chief Engineer complained that this tank could not be pumped up from No. 5 D.B. tank. Owing to burst pipes due to frost it has not yet been possible to ascertain the cause, but the matter will be dealt with.

V. No. 3 tank reported leaking. This has been ascertained as due to leakage from pipes leading to forward tanks - one C.I. pipe found to be fractured on the neck and several joints leaking. The Builders may claim that this is due to excessive pressure when pumping uptake as in the case of the fore peak tank. Repairs in hand.

VI. Freshwater in No. 5 tank contaminated by admission of sea water due to 3rd Engineer having opened wrong connection.

VII. One pipe to No. 2 hold bilge stated to be necked. Cause unknown. Now in hand.

VIII. Leakage through deck into accommodation. Several bolts in way of winch found leaking. These are to be dealt with, and the decks tested.

In addition to the above damage to winches and pipes has been caused by the recent severe frost. The necessary repairs are in hand. Forwarded direct in view of urgency.

(Sgd.)

S.E. Surveyor.  
9.1.41.

The Director of Ship Management,  
Ministry of Shipping.



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