

## PORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office)

Report.....19..... When handed in at Local Office.....19..... Port of LIVERPOOL.  
 Survey held at Liverpool. Date. First Survey 9/5/47 Last Survey 8/10/1947  
 (No. of Visits.....16.....)

in the Machinery of the Empire Kumasi Steel "IXIA" EX "EMPIRE KUMASI". Year. Month.

BS 7201 Vessel built at Port Glasgow. By whom Wm. Hamilton & Co. Ltd. When 1944 12  
 4935 Engines made at Glasgow. By whom Fairfield Co. Ltd. When 1944

558 Boilers, when made (Main) 1944 (Donkey) -  
 2S(Spt) Owners Stag Line Ltd. Owners' Address.....  
 1(Aux) Managers J. Robinson & Sons. (if not already recorded in Appendix to Register Book.)  
 Boilers - Port N. Shields. Voyage.....

Boilers 220 If Surveyed Afloat or in Dry Dock afloat - by dock Particulars of Classification (which must be inserted  
 Boilers 120 (State name of Dock.) Portland - Birkenhead precisely as in Register Book & Supplements).

Port No. Port of Examination and Repairs (if any) T.S. Conversion O.F.

When held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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 stated 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 his services for this purpose, and why they were declined none

Report made by anyone else? If so, by whom? no

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

Donkey " " " " " "

For what reasons BS not due What parts of the Boilers could not be thus thoroughly examined? no

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? no

Date of internal examination of each boiler no Present condition of funnel Satisfactory

Surveyor examine the Safety Valves of the Main Boilers? no To what pressure were they afterwards adjusted under steam? no

Surveyor examine the Safety Valves of the Donkey Boilers? no To what pressure were they afterwards adjusted under steam? no

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? no and of the Donkey Boilers? no

Surveyor examine the drain plugs of the Main Boilers? no and of the Donkey Boilers? no

Surveyor examine all the mountings of the Main Boilers? no and of the Donkey Boilers? no

Has shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no

Has the shaft now been changed? no If so, state reasons no Has the shaft now fitted been previously used? no Has it a continuous liner? no

Is oil retaining appliance fitted at the after end? no State date of examination of Screw Shaft 14/5/47 State the wear down in the Renoidal

Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

Engine parts, when referred to by numbers, should be counted from forward. no

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

done vessel placed in dry dock, hull, keel, stern, bow, tail shaft and side fastenings of sea connections examined

All boilers fitted to burn oil fuel; unit pumps and all other gear supplied by makers (Walsworth) now fitted as per approved plan and rule requirements, steam smoothing system fitted.

Oil burning, control gear and fire fighting equipment tested in working conditions and found satisfactory

Spare propeller fitted - 14 lengths of air steam pipe removed and re-set examined and tested

Engine checked and verified

R.T.O.

Observations, Opinion, and Recommendation: The machinery of this vessel as now seen

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 or LMC 140 lb., FD, &c.) CS 9,34,

good condition and eligible in our opinion to remain as now classed

the fresh record "T.S. 5.47" and notation "fitted for oil fuel 10.47"

done (SD "F")

Fees applied for T.S. 3:0:0

Damage or Repair Fee (if any) 15:15:0

Special Equipment Survey £8:0:0

Expenses (if chargeable) £

NOTE CASE. LIVERPOOL - 2 DEC 1947

Surveyor's Minute As how.

T.S. 5.47.

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

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

Lloyd's Register Foundation  
 003785-005799-0174



9 126260.

Electrical Equipment

Installation examined started under working conditions. Generators, switchboards, fuses, fitting, cables examined. Insulation test carried out. All found or placed in good condition.

Repairs

All generator overhauled. Armature commutator skimmed & insulated. Field coils cleaned & varnished, brush gear overhauled. Main switchboard stripped, & altered to suit new arrangement of generators. All parts completely overhauled & made good. Wiring throughout vessel overhauled, faulty circuits stripped out & rewired. Fuse boxes overhauled & made good. Cargo light wiring overhauled & circuits modified, several deck light circuits installed. Boiler room lighting circuits stripped out & rewired. Aft accommodation lighting & fan circuits & stateroom quarters rewired. Navigation circuits made good. Other sundry repairs effected. Tested on completion & found satisfactory. Wiring for Gyro Compass installed.

AK

Wolfe

L.P.

10/12/42.



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