

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

Date of writing Report 14-8- 1948. When handed in at Local Office 17-8- 1948. Port of SWANSEA. (Received at London Office 21 AUG 1948)

No. in Reg. Book. Survey held at Swansea. Date. First Survey 9-8-48 Last Survey 14-8-1948.
58068. on the Machinery of the ~~Wood, Iron or Steel~~ "EMPIRE PENRYN". (No. of Visits 3.)

Tonnage { Gross 6345. Vessel built at Glasgow. By whom Barclay, Curle & Co. Ltd. Year. Month. 1912. 5.
Net 3820. Engines made at Glasgow. By whom Barclay, Curle & Co. Ltd. When 1912.
Nominal Horse Power 889. Boilers, when made (Main) 1912. (Donkey) 1912.
No. of Main Boilers 6SB. Owners Ministry of Transport. Owners' Address Managers Lampport & Holt Line, Ltd.
No. of Donkey Boilers - Managers Lampport & Holt Line, Ltd. (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 215 lbs. If Surveyed Afloat or in Dry Dock Afloat. Port London. Voyage -
in Donkey Boilers - (State name of Dock.)

Last Report No. - Port -
Particulars of Examination and Repairs (if any) Int. Cert.

(Periodical Surveys, when held, must be reported in detail and seriatim 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? No.

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

If this was not done, state for what reasons Boilers examined at Newport. See Newport Report No. 25317.

And what parts of the Boilers could not be thus thoroughly examined? -

Also 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? All except after port examined under steam.

State latest date of internal examination of each boiler - Present condition of funnel Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? No. To what pressure were they afterwards adjusted under steam? Except after Port 215 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? - 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? No. 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? -

Has the shaft now been changed? - If so, state reasons - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has the shaft now 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? -

State date of examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft -

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted -

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? -

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Nothing done at this time to advance

the survey and all outstanding items as per Newport Report No. 25317 remain to be carried out.

The vessel is proceeding to West Hartlepool where it is proposed to complete the Survey.

Now Done:- The Starboard main engine, dismantled at Newport, has been re-assembled for the

passage to West Hartlepool. The main boilers, except the after port boiler, have been

examined under steam and their safety valves adjusted as above. The main and auxiliary

machinery examined under working conditions and found satisfactory.

It is not proposed to use the after port boiler at this time.

Copy of Interim Certificate on report form 10 is forwarded herewith.

General Observations, Opinion, and Recommendation:—

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.&M.S. 9,11, L.M.C. 9,11, or CS 2,3,4.

Forwarded for the information of the Committee.

Int. Cert. £ 10 : 10 : - Fees applied for 13-8- 1948.
Damage or Repair Fee (if any) (per Section 29.) £ - : - : -
Printing expenses (if chargeable) £ - : 10 : - Received by me, 13-8- 1948.

Committee's Minute 10 SEP 1948

Signature [Signature] Engineer Surveyor to Lloyd's Register of Shipping.

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years allowed now expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100A1. 8,47.		+LMC. 6,42.
Examined 3,47.		BS. 3,47.
S.S. Dnz. 2nd No.		CL. 10,46.
3 - 6,37.		
LAID UP PENDING REPAIRS.		

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

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

