

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

(Received at London Office)

Date of writing Report 5th July, 1947. When landed in at Local Office 7th July, 1947. Port of Halifax, Nova Scotia.
Survey held at Halifax, Nova Scotia. Date, First Survey 20th June, Last Survey 29th June, 1947.
Reg. Book 72907 on the Machinery of the ~~WOOD KESKIX~~ Steel Single Screw Steamer "EMPIRE SUCCESS" (No. of Visits SEVEN)
Gross 6009 Vessel built at Hamburg. By whom Vulcan-Werke, When 1921 -
Net 3646 Engines made at do. By whom do. When 1921
Main Boilers 4 S.B. Owners Ministry of Transport Owners' Address (if not already recorded in Appendix to Register Book.)
Donkey Boilers 180 Managers Union-Castle Mail S.S. Co., Ltd., Port London Voyage
Pressure 206 lbs. If Surveyed Afloat or in Dry Dock Afloat at Pier 7, Particulars of Classification (which must be inserted
Donkey Boilers 206 lbs. (State name of Dock.) Halifax, N.S. precisely as in Register Book & Supplements).

Report No. 25647 Port By

Particulars of Examination and Repairs (if any) MCHY. REPAIRS

ical Surveys, when held, must be reported in detail and *seriatim* in the terms of the Rules. State clearly the
of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
at of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and
s being detailed in the body of the report, should be briefly summarised at the end of the report. State also the
and initials of any letters respecting this case.

age cases where the Surveyor has not made a special damage report he is required to state whether he
ferred his services for this purpose, and why they were declined

damage report made by anyone else? If so, by whom?

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

" Donkey " " " "

as not done, state for what reasons? Stated by Owners' Representative B.S. carried out at Hull in March, 1947.

t parts of the Boilers could not be thus thoroughly examined?

at special means, in the absence of internal examination, were adopted by the
yor to assure himself of the thorough efficiency of those parts of each Boiler?

st date of internal examination of each boiler

Present condition of funnel(s)

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

v shaft now been 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?

now been changed? If so, state reasons

haft 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?

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

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

Is electric light and/or power fitted? Light only

the Surveyor examine the generators, motors, switchgear, cables and fuses?

No

insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

vey is not complete, state what arrangements have been made for its completion and what remains to be done Air pump chamber liner requires to

ewered, and repair to junk ring of L.P. piston requires to be examined before the end of September,
(3 months limit).

Attended on board at request of Owners' Representative, who stated vessel had been stopped at
9th to 13th June, 1947 on account of bent L.P. piston rod, also on 15th to 17th June, 1947 on
t of breakdown of attached air pump, the vessel being on a voyage from Avonmouth to San Domingo,
mpton Roads. The L.P. engine had been disconnected and attached air pump temporarily repaired
, and the vessel had been diverted to Halifax, N. S. for repairs.

W. DONE:/ L.P. cylinder, cover, piston, piston rod, crosshead and guides, connecting rod, bottom
earing, crankpin and crankwebs, attached air pump, also ford. independent feed pump, examined and
or placed in good order. (Deflection readings taken from L.P. crank found satisfactory).

l Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible in my
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.E.M.S. 9,11, L.M.C. 9,11, or
* LMC 140 lb., P.D., &c.)
CS 3,34,

n to remain as classed with fresh record of M.S. (with date) as previously recommended, when the
has been completed, subject to air pump chamber liner being renewed, and junk ring of L.P. pis-
ing examined, before the end of September, 1947. (3 months limit). Also, as previously, auxil-

lary steam pipes to be tested, and L.P. turbine not to be used until repaired.

Survey Fee (per Section 29) £ : : Fees applied for
Special Damage or Repair Fee (if any) \$85.00: Jly. 2, 1947.
(per Section 29) Sunday Att. \$10.00
Travelling expenses (if chargeable) \$10.00: Received by me,
19

Committee's Minute

Assigned

As now, subject

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 5 MAR 1948

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REPAIRS:- The vessel was urgently required, and repairs were therefore effected as follows:-

L.P. piston rod found bent, now renewed with tested material. (See copy of Test Certificate attached).

Junk ring of L.P. piston fractured in way One bolt hole.

Recess machined in top of junk ring, and steel plate fitted in way fracture, flush with top of junk ring, and extending half way to adjacent holes. Plate secured by steel tap bolts with countersink heads. Heads spot welded to plate to prevent slackening back. It is recommended that this repair be examined by the end of September, 1947.

Attached air pump:- Existing make up ring on bucket found fractured and temporarily secured to bucket by tap bolts. Existing ring now removed, bucket suitably machined, and new and thicker brass make up ring shrunk on. Additional securement provided by intermittent bronze welds round upper adjacent edges of ring and bucket.

Air pump chamber liner found worn and scored, now ground and dressed off.

It is recommended that this liner be renewed before the end of September, 1947. (3 months limit).

(Dimensions of liner were noted by Owners' Representative at this time, with the object of obtaining a replacement.)

On completion of above repairs, the main engine was tried out under working conditions, ahead and astern, and found satisfactory.

Ford. Independent Feed Pump:- Landings of suction and delivery valve seats in valve-chest found wasted, now machined true, and suitable brass cages fitted to provide efficient landings for valve seats.

S. R. L. (No. 86). The auxiliary steam pipes were not tested at this time, nor were any repairs effected to L. P. turbine.

It is considered that the items examined at this time (viz. L.P. cylinder, cover, piston and rod, crosshead and guides, connecting rod, bottom end bearing, crank pin and crank webs, attached air pump, and ford. independent feed pump) may be accepted towards M.S., subject to the chamber liner of the attached air pump being renewed, and junk ring of the L.P. piston being examined before the end of September, 1947. (3 months limit).

[Signature]



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