

# 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  
 No. in Survey held at Halifax, Nova Scotia Date, First Survey 20th June, 1947 Last Survey 29th June, 1947  
 Reg. Book 72907 on the Machinery of the WOODKESSEX 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 Power 820 M.N. Boilers, when made (Main) 1921 (Donkey) -----  
 Main Boilers 4 S.B. Owners Ministry of Transport Owners' Address -----  
 (if not already recorded in Appendix to Register Book.)  
 Donkey Boilers ----- 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, Halifax, N.S.  
 Donkey Boilers ----- (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. 25647 Port By  
 Particulars of Examination and Repairs (if any) MCHY. REPAIRS

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 the nature 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 has accepted his services for this purpose, and why they were declined.

Has a special damage report been 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? -----

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

Were the Donkey Boilers examined as not done, state for what reasons? -----

Were the funnels examined as not done, state for what reasons? -----

Were the Safety Valves of the Main Boiler examined as not done, state for what reasons? -----

Were the Safety Valves of the Donkey Boiler examined as not done, state for what reasons? -----

Were the manholes, doors and their fastenings of the Main Boilers examined as not done, state for what reasons? -----

Were the manholes, doors and their fastenings of the Donkey Boilers examined as not done, state for what reasons? -----

Were the drain plugs of the Main Boilers examined as not done, state for what reasons? -----

Were the drain plugs of the Donkey Boilers examined as not done, state for what reasons? -----

Were the mountings of the Main Boilers examined as not done, state for what reasons? -----

Were the mountings of the Donkey Boilers examined as not done, state for what reasons? -----

Was the screw 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? -----

Was the screw shaft now been changed? ----- If so, state reasons -----

Was the screw 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? -----

Was the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft examined? ----- State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft -----

Were the generators, motors, switchgear, cables and fuses examined? NO

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1 1-47		L. M. C.
Lon.		5-40
Exmd. 1-47		B. S. 1-47
Hul. 2nd No. 3-5, 40		Tail shaft seen 11-46



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

PRINTED IN U.S.A.  
(The Surveyors are requested to return this form to the Registrar of Shipping, London, E.C. 4, when the report is submitted.)

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: Received by me,  
 Travelling expenses (if chargeable) \$10:00: 19

*Geoff Peddie*  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 FRI. 5 MAR 1948  
 Lloyd's Register of Shipping  
 Delete clippings on reprint of R.B. for  
 assigned for Reprint 48

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

008608-008617-0189 (1/2)

RDV: 23/1/48  
 Wite Jpn

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]*



© 2019

Lloyd's Register  
Foundation