

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

(Received at London Office

16 MAR 1946

15 MAR 1946

Port of

SUNDERLAND

Date of writing Report.....19.....

When handed in at Local Office.....19.....

No. in Survey held at Sunderland

Reg. Book.

Date. First Survey Jan 21Last Survey Mar 13, 1946

(No. of Visits.....)

37627 on the Machinery of the Wood, Iron or Steel

EMPIRE CONSEQUENCE

Year. Month.

Tonnage { Gross 1998  
Net 1065Vessel built at LilbeckBy whom Lithaker, Messrs. J. & Co.When 1940Nominal  
Horse PowerEngines made at Altona HamburgBy whom Thompson, Messrs. J. & Co.When 1940No. of Main Boilers 2Boilers, when made (Main) 1940(Donkey) —

No. of Donkey Boilers

Owners Ministry of War Transport

Owners' Address

(if not already recorded in Appendix to Register Book.)

Steam Pressure

Managers Shipping Club Co. Ltd.Port Sunderland

Voyage

in Main Boilers 235If Surveyed Afloat or in Dry Dock A. Docks

(State name of Dock.)

in Donkey Boilers

Last Report No. 103261 Port NWCParticulars of Examination and Repairs (if any) Completion of H.S.

(Periodical Surveys, when held, must be reported in detail and serially 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.)

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?

" " Donkey " " "

If not, state for what reasons not due

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

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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

stern bush

Is electric light and/or power fitted?

If so, 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?

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

None done. Examined pumping arrangements.

The fixed draught arrangements overhauled.

The Surveyor's letter 5/2/46.

Note: The water gauge connections are fitted with valves and not cocks but as the pipes are about 1 1/2" bore and there are two gauge glasses fitted to each boiler it is submitted that the arrangements might be accepted at least until next boiler survey.

Safety valves on Port Boiler were opened up & examined in view of your letter of 7 Feb. They were found to be of the Centre stock type & not in my opinion liable to seize in the seat. The valves were then adjusted under steam to 235 lb./sq. in. & found in order. It was not considered necessary to open up safety valves on Starboard Boiler.

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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

The machinery of this vessel, as now run, is in an efficient condition and slight, in my opinion, to remain as claimed with the Record of M.S. 10.45 previously recommended.

Survey Fee (per Section 29) £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : Received by me,

Travelling expenses (if chargeable) £ : : 19

Committee's Minute

Assigned

TUES. 2 APR 1946

MS 10.45 (LA)

Engineer Surveyor to Lloyd's Register of Shipping.



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Electrical Equipment. Repairs.

The steam engine driven generator was overhauled and the shaft driven generator removed ashore re-conditions and refitted on board. The electric motors driving the refrigerator compressor and brine pumps were overhauled. The main switchboard labels were removed and replaced by others engraved in English. The equipment was tried under working conditions and found satisfactory and the shaft generator is stated to have operated satisfactorily during a short sea trial prior to the ship's departure.

S.A.



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