

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

(Received at London Office)

Date of writing Report 14.12.1945 When handed in at Local Office 14.12.1945 Port of HULL.
No. in Survey held at HULL. Date. First Survey 25.7.45 Last Survey 9.10.1945
Reg. Book. 37553 on the Machinery of the ~~Wood, Iron or Steel~~ M.V. "EMPIRE FORTH" (ex German "MARS")
Tonnage { Gross 2471 Vessel built at Wesermunde By whom Deutsche S.U.M. Akt. When 1939 -
Net 1321 Engines made at Kiel By whom Fr. Krupp Germaniawft When 1939
Nominal - Boilers, when made (Main) - (Donkey) -
Horse Power - Owners Ministry of War Transport Owners' Address -
No. of Main Boilers - Managers Prince Line Ltd. (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers - Port London Voyage -
Steam Pressure -
in Main Boilers -
in Donkey Boilers - If Surveyed Afloat or in Dry Dock Alex. Dry Dock. and Wm. Wright Dock afloat, HULL.
(State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) General Examination.

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? None

" " Donkey " " " None

not, state for what reasons - 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 (3) good

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? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? Yes

Has the 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 not ascertained

Is an 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? See separate report.

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. complete.
NOW DONE:- Vessel placed in dry dock. Propeller & outside fastenings of sea connections examined and found in order.

Oil gauge was available for ascertaining the wear down of the sternbush but from external examination the sternbush and gland appeared to be in order.

5.5 Main engine cylinder and head, piston & rings, valves and top and bottom ends and salt water piston cooling system examined and found in order.

The cylinder examined from the scavenger trunk. Provision has been made previously to drain off jacket cooling water, but when examined under water pressure no evidence of leakage could be found.

Forward outboard auxiliary opened up and examined and found generally in order. Piston rings renewed. Main engines tried ahead and astern and found in order.

Steering gear (electric) tried under power and by hand in the basin and found in good working order.

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 or LMC 140 lb., FD, &c.) CS 3,34.

The machinery of this vessel as far as now seen is, in my opinion, eligible to have the record of Examined L.R. 10,45" (12 months).

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

Special Damage or Repair Fee (if any) £ : : 19

Printing expenses (if chargeable) £ : : Received by me, 19

Committee's Minute

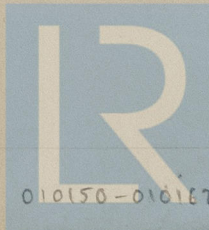
Signed

Examined LR 10,45

subject

TUES. 29 JAN 1946

Engine Surveyor to Lloyd's Register of Shipping.



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"EMPIRE FORTH" ex "MARS".General Examination & Repairs.Electrical Equipment.

The brush holder rocker of the after generator was repaired, the forward and main mast were re-cabled to the navigation lights.

New lights were installed in two stores midships, and charging equipment was fitted for lifeboat battery charging.

Various repairs were made in the passengers' accommodation and the W.T. high tension battery was re-cabled.

All generators, auxiliary motors, steering gear, motor winches, capstan & windlass motor were thoroughly overhauled and tested.

On completion the whole of the equipment was operated under working conditions with satisfactory results and the insulation resistance of all circuits and apparatus measured and found good.

Note:- The installation in the saloon, lounge, captain's, passengers' and officers' accommodation consists of V.I.R. run behind the woodwork panels & ceilings and passes through various openings in bunches, this wiring has no protection and is held up by nails and metal clips, full inspection was not possible without extensive stripping down of the woodwork.

So far as now seen this installation appears efficient in the meantime.

Fee:- £8: 8: 0d.

MS.

W. P. Connell 11.9.45
SURVEYOR TO LLOYD'S REGISTER OF SHIPPING,

HULL.