

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

(Received at London Office

7 NOV 1941

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Date of writing Report Sept. 15th. 19 41 When handed in at Local Office Sept. 16th. 19 41 Port of JACKSONVILLE.
 No. in Survey held at Tampa, Florida. Date, First Survey Aug. 22nd. Last Survey Sept. 9th. 19 41
 Reg. Book 90957 on the Machinery of the Wooden Iron Steel S.S. "EMPIRE KUDU" (No. of Visits three)

Tonnage { Gross 6622 Vessel built at Kearny, N.J. By whom Federal S.B. Co. When 1919 3
 Net 4052 Engines made at Schenectady, N.Y. By whom General Electric Co. When 1919
 Nominal Horse Power 619 Boilers, when made (Main) 1919 (Donkey) -
 No. of Main Boilers 3 Owners Ministry of Shipping. Owners' Address -
 No. of Donkey Boilers - Managers Watts, Watts & Co. Ltd. Port London. Voyage Tampa to U.K.
 Steam Pressure in Main Boilers 210 If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers - (State name of Dock.)

Last Report No. - Port -

Particulars of Examination and Repairs (if any)

(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.)

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? Lloyd's Agent.

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

" " Donkey " " " " -

If this was not done, state for what reasons? Survey for Wear and Tear Repairs, and DAMAGE stated caused by fire.

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? -

State latest date of internal examination of each boiler -

Did the Surveyor examine the Safety Valves of the Main Boiler? -

To what pressure were they afterwards adjusted under steam? -

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 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? -

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 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 -

Is electric light and/or power fitted? Yes

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? part

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Part

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

WEAR & TEAR REPAIRS: Auxiliary Condenser Pumps: Opened up, examined, all piston rings renewed.

Forward Fan Engine: Opened up, examined, piston rod renewed, neck bushing and gland rebushed, in good condition.

Main Turbine 'Falk' coupling opened up, examined, found in good condition and refitted.

Oil burning system placed in good condition. Boiler feed injector renewed.

Several repair items of a minor nature made good.

DAMAGE REPAIRS: Main Boilers: Metal lagging on three boilers faired in place and recoated. Stokehold electrical wiring and fittings part renewed, tested, and insulation resistance found not less than 100,000 Ohms. New installation fitted in accordance with the Rules. Piping and pumping arrangements in way of stokehold tested and proven in good order.

General Observations, Opinion, and Recommendation: — The machinery of this vessel, so far as now seen, is in good and efficient condition and will be eligible in my opinion to be reclassified in this Society when the survey has been carried out and completed.

Survey Fee (per Section 29) £ : : Fees applied for
 Special Damage or Repair Fee (if any) £ : :
 (per Section 29.)
 Travelling expenses (if chargeable) £ : :
 Received by me, 19

Committee's Minute

Assigned As now

NEW YORK SEP 24 1941

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

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

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

Noted
how a casualty

YSA

25/7/41



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