

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

(Received at London Office 28 AUG 1942)

Date of writing Report 24/8/42 19 When handed in at Local Office 26 AUG 1942 19 Port of Hull

No. in Reg. Book. Survey held at Hull Date. First Survey 3. 8. 42. Last Survey 18. 8. 19. 42 (No. of Visits 5.)

Y3448 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. Empire Stevenson  
Tonnage Gross 6209 Net 4222 Vessel built at South Shields By whom J. Readhead & Sons Ltd When 1941 10  
Engines made at South Shields By whom J. Readhead & Sons Ltd When 1941  
Nominal Horse Power 415 Boilers, when made (Main) 1941 (Donkey) ✓  
No. of Main Boilers 2 Owners Ministry of War Transport Owners' Address ✓  
No. of Donkey Boilers ✓ Managers Wm. Brown, Aikinson & Co. Ltd Port S. Shields Voyage ✓  
Steam Pressure in Main Boilers 220 If Surveyed Afloat or in Dry Dock King George  
in Donkey Boilers ✓

Last Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Looking at damage  
Periodical Surveys, when held, must be reported in detail and serialism 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. Yes. Stated not required

Was a damage report made by anyone else? If so, by whom? Yes. Ministry of War Transport

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

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

If this was not done, state for what reasons

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. Present condition of funnel Efficient

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 the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? No 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 5/8/42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 75"

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

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

Damage alleged sustained through ice during voyage North Russian Coast 9<sup>th</sup> December 1941 to 26<sup>th</sup> June 1942 for further particulars please see Log books.

Now Done :- Vessel placed in dry dock. Propeller examined and one tip found missing. efficient. Sternbush outside fastenings examined found or placed in efficient condition.

Tail shaft drawn, examined, found in satisfactory condition. Opportunity taken to fit new C.I. propeller, old one retained for spare. Wear down as stated above.

Other minor repairs effected.

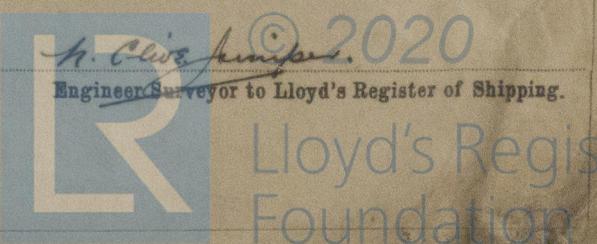
General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible in my

(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, B.S. 9, 11, R.&M.S. 9, 11, L.M.C. 9, 11, or S.L.M.C. 140 lb., F.D., &c.)

opinion, to remain as classed with fresh record T.S. 8/42

Survey Fee (per Section 29) £ 3:3: - Fees applied for 26 AUG 1942  
Special Damage or Repair Fee (if any) (per Section 29.)  
Travelling expenses (if chargeable) Received by me, 19.

Committee's Minute FRM 18 SEP 1942  
Assigned Ad now



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

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

