

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

(Received at London Office)

7 SEP 1943

Date of writing Report

19

When handed in at Local Office 14/9/

19 43 Port of

CARDIFF

No. in
Reg. Book.

Survey held at

CARDIFF

Date. First Survey

6 Sept.

Last Survey

10 Sept 1943.

(No. of Visits 2.)

Year. Month.

23248 on the Machinery of the Wood, Iron or Steel SS EMPIRE ACTIVITY

Tonnage { Gross 3329
Net 3203

Vessel built at Newcastle

By whom James Hunter & Son Kidderminster

When 1919 10

Nominal
Horse Power 577

Engines made at do

By whom do

When 1919

No. of Main Boilers 3

Boilers, when made (Main) 1919

(Donkey)

No. of Donkey Boilers

Owners Ministry of War Transport

Owners' Address

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

Managers Galbraith, Penrose & Co Ltd

Port London

Voyage

Steam Pressure in Main Boilers 180

If Surveyed Afloat or in Dry Dock Afloat

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A. 7.43.		L.M.C. 2.41.
75.8mm. 703.2.41		B.S. 2.42.
		T.S.C.C. 10.40.

Last Report No. 15597 Port Bns.

Particulars of Examination and Repairs (if any) REPAIRS.

Periodical Surveys, when held, must be reported in detail and seriatim 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?

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

Do Donkey

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(s)

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? 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

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.

Steering engine repairs. (also see Bristol Report)

Now Done: Repairs to steering engine previously effected at Bristol now examined. In view of a new complete cylinder block having arrived at Cardiff during the vessel's stay, the Owners Tempal decided to have it fitted. This has now been done & only completion of steering engine under working conditions & found satisfactory. Marks on new cyl. block: No 251 Water test 250 H₂O G.H. 3.9.43. Special Reason for: Enquiry was made onboard with reference to the boiler safety valves & it is understood that there were alterations to during the vessel's stay in the U.S.A.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel (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, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

As far as we are in a position to remain as now classed with no further recommendations regarding steering engine.

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. 5 OCT 1943

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W 165-0003