

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

(Received at London Office)

APR 10 1941

Date of writing Report 8th Apl. 1941 When handed in at Local Office 8th Apl. 1941 Port of CARDIFF

No. in Reg. Book 87957 Survey held at Cardiff Date. First Survey and Last Survey 30 Mar. 1941
(No. of Visits 1)

on the Machinery of the Wood, Iron or Steel S.S. "Empire Endurance" Year. Month. 1928

Tonnage { Gross 8570 Vessel built at Hamburg By whom Deutsche Schiff-Machf. Werke Vulkan
Net 5353 Engines made at -09- By whom DoI When 1928

Nominal Horse Power 1190 Boilers, when made (Main) 1928 (Donkey)

No. of Main Boilers 5 Owners Ministry of Shipping Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Booth S.S. Co Ltd Port Middlesbro Voyage

No. of Donkey Boilers 5 Managers Booth S.S. Co Ltd Port Middlesbro Voyage

Steam Pressure in Main Boilers 206lb Surveyed Afloat or in Dry Dock Mount Stuart Dry Dock 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) Docking

(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? No

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 B.S. not due

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 good.

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? No 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 1/16

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.

Now done:- Vessel placed in dry dock propeller, stern bush, and sea connection fastenings examined.

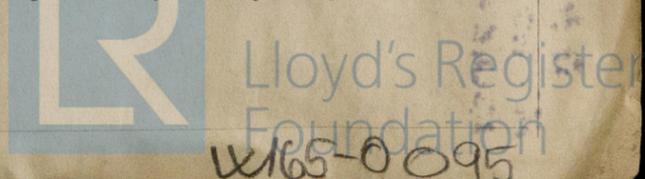
S.R.L. Steams noted stated have been dealt with at Avonmouth.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel is eligible in my opinion to remain as classed, without fresh record of Survey. Subject as recommended by Bristol Surveyors a shaft connecting the reciprocating engine to main shaft being examined before 8-41.

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

Haruish W.G. Paton
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 25 APR 1941
Assigned As now Subject



W165-0095

Now

If so, is the Report sent now, or when will it be sent?

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

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

It is submitted that
this vessel is eligible to
remain as CLASSED subject to the
L.P. slide valve being examined
at the first opportunity & to
the shaft connecting the
reciprocating engine to the
main shaft being examined
before the end of 8.41.

L.H.
24/4/41.



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