

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

(Received at London Office.)

Date of writing Report 22 Jan 1943 When handed in at Local Office 25 Jan 1943 Port of CARDIFF

No. in Reg. Book. 73091 Survey held at Penarth Date First Survey 28 Dec 42 Last Survey 15 Jan 1943 (No. of visits 5)

on the Machinery of the Wash Iron Steel Sc. "Empire Banner" Year. Month.

Tonnage } Gross 6690 Vessel built at Sunderland By whom Bartram & Sons Ltd When 1942 9  
Net 4833 Engines made at Sunderland By whom H. E. Marine Eng. Co (1942) Ltd When 1942

Nominal Horse Power 511 Boilers, when made (Main) 1942 (Donkey) Aux 1942

No. of Main Boilers 2 Owners Ministry of War Transport Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Aux Boilers 1 Managers W. J. Gould Port Sunderland Voyage ✓

Steam Pressure in Main Boilers 220 lbs if Surveyed Afloat in Dry Dock Penarth

in Donkey Boilers ✓ 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 or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>H 100 A1 with freeboard 9, 42</u>		<u>H LMC 9, 42 C.L.</u>

Last Report No. 18338. Port HPL.  
Particulars of Examination and Repairs (if any) Boiler 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? copy of Rpt 10 herewith

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

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

If this was not done, state for what reasons ✓

And what parts of the Boilers could not be thus thoroughly examined? Safety valves and mountings not opened.

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. Port Blr 29/12 Std Blr 29/12 Aux Blr 5/1 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? no To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? no To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes and of the Aux Boilers? yes

Did the Surveyor examine the drain plugs of the Main Boilers? have and of the Aux Boilers? have

Did the Surveyor examine all the mountings of the Main Boilers? no and of the Aux Boilers? no

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 ✓

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Now done. Please see copy of Rpt 10 herewith.

at the request of the Manager's Superintendent, examined main and auxiliary boilers internally and externally with manholes, doors and fastenings and placed in good condition. Upon completion of repairs the boilers were examined under steam and found good.

Repairs - wear & tear

Port main Boiler: bottom front circumferential seam and 24 rivets caulked

" " " back end plate seam (about 12") and 3 screw stays caulked

" " " back circumferential seam & port wing furnace mouth caulked

General Observations, Opinion, and Recommendation:— The main and auxiliary R10

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

boilers of this vessel as now seen are in good condition and eligible in my opinion, to remain as classed without fresh record of survey

Survey Fee (per Section 29) £ : : Fees applied for 25 Jan 1943

Special Damage or Repair Fee (if any) (per Section 29.) £ 3 : 3 : 0 Received by me, B. Moffatt

Travelling expenses (if chargeable) £ : : 19

Committee's Minute TUE 9 FEB 1943 Assigned As now



Lloyd's Register Foundation

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

Repairs - wear + tear (cont.).

Starboard Main Boiler: bottom front circumferential seam caulked.  
" " " two screw stays in back end plate caulked.  
" " " two screw stays in shell plate (p.s. aft) caulked  
and nuts fitted.  
" " " p+s wing furnace mouth seams caulked.  
" " " middle c.c. saddle plate seam, wrapper  
plate seam and 5 rivets caulked.  
" " " starboard butt strap caulked.

Auxiliary Boiler: port side butt strap (fore end) caulked.

my

Some Castles Chamber Slays reculked  
& landing caps of Comt. Chbr. plating &  
furnaces reculked, in all tanks

It is intended to  
this vessel is to be  
renamed as Oldbush

Y. H. H.  
8.2.43

