

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

(Received at London Office)

Date of writing Report 12 Sept. 1945. When handed in at Local Office 12 Sept. 1945. Port of CARDIFF

No. in Survey held at CARDIFF Date. First Survey 18th August Last Survey 31st August 1945
Reg. Book. (No. of Visits 2)23250 on the Machinery of the ~~XXXXXX~~ Steel S. "EMPIRE CORMORANT"

Gross 5821 Vessel built at PORTLAND OR. By whom NORTHWEST STEEL CO., When 1918 8
Net 3538 Engines made at TRENTON N.J. By whom DE LAVAL STEAM TURBINE CO., When 1918
Nominal Horse Power 594 MW Boilers, when made (Main) 1918 (Donkey) 1918
No. of Main Boilers 3 Owners MINISTRY OF WAR TRANSPORT Owners' Address -
No. of Donkey Boilers - Managers R. CHAPMAN & SON. (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 210 lb. Port LONDON. Voyage
in Donkey Boilers -
Surveyed Afloat ~~XXXXXX~~ DOCK ROATH DOCK.
(State name of Dock.)

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

Last Report No. 112912 Port Lon.

Alteration in connection with
scuttling arrangement. (This vessel
is loaded with Gas Bombs)

Particulars of Examination and Repairs (if any) is to be loaded with Gas Bombs

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.

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

as 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?

" " Donkey " " "

not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

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 Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed?

If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

Stern bush

Is electric light and/or power fitted?

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

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

Complete.

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

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

W DONE:- Visited vessel at request of Owners' Representative, in connection with above alterations.

The 10 K.W. Generator (s.s.) and the lubricating oil separator have now been removed.

The bilge injection valve has been converted to a screw down valve secured to the spindle, an extension spindle has been fitted enabling the valve to be operated from the first grating.

10 - 4" sluice valves have been fitted to the shell, one Port and Starboard in each of five holds at 12" above light load line; all fitted with extension spindles to the upper deck. (The valve wheels are locked).

A number of minor general repairs effected under M.O.W.T. Licence M1/1307.

General Observations, Opinion, and Recommendation:-

(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, BS 9,11, B&MS 9,11 or LMC 140 lb., FD, &c.)
CS 2,34,

Submitted for the information of the Committee.

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,

Committee's Minute

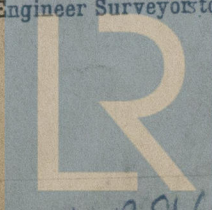
Assigned

LICENCE DATED TUES 2 OCT 1945

Deferred

SHIP

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation