Rpt. 9.

WRECK SECTION

No. 426

No. 55366

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

(Received at London Office 13 SEP 1945)

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

No. in Reg. Book. 23250 Survey held at CARDIFF Date. First Survey 18th August Last Survey 31st August 1945 (No. of Visits 2)

on the Machinery of the ~~XXXXXXXXX~~ Steel S. "EMPIRE CORMORANT"

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

Last Report No. 112912. Port Lon. Alteration in connection with scuttling arrangement. (This vessel is to be loaded with Gas Bombs)

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✠100A1		✠LMC1,41
6,45		BS5,45
ssN.Ns.2nd.No.		TS(CL)3,45
3-1,41		

Particulars of Examination and Repairs (if any)

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.

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?

d 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?

hat 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?

ate latest date of internal examination of each boiler Present condition of funnel(s)

d the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

d the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?, and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers?, and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers?, and of the Donkey Boilers?

the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

n approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the ern bush Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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.

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

Confined under Survey

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.

eneral 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 ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.) CS 3,34,

bmitted for the information of the Committee.

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £ : X :

Travelling expenses (if chargeable) £ : :

Fees applied for ✓ 19

Received by me, 19

LICENCE EXPIRES TUES. 2 OCT 1945

Committee's Minute

Assigned Deferred

G. Boulet & J. H. Allan

SHIP'S Engineer Surveyors to Lloyd's Register of Shipping.

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

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

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