

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

(Received at London Office)

Date of writing Report 3rd February 1943 When handed in at Local Office 1943 Port of Bristol

No. in Survey held at Avonmouth Date. First Survey 21st January Last Survey 26 January 1943
 eg. Book. 469 on the Machinery of the Wood, Iron or Steel Swine Empire Trader (No. of Visits 4)

Gross Tonnage 9990 Vessel built at Belfast By whom Wakman Clark & Co Ltd When 1908 10
 Net Tonnage 6356 Engines made at do By whom do When 1908

Nominal Horse Power 1050 Boilers, when made (Main) 1908 (Donkey) ✓
 No. of Main Boilers 65B Owners Ministry of War Transport Owners' Address London
 No. of Donkey Boilers - Managers Howe, Mill & Allison Co Ltd Port London Voyage -
 Steam Pressure in Main Boilers 205 lb ✓ Surveyed Afloat or in Dry Dock (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 now expired	Machinery and Boiler Surveys (including date of N.B., if any)
<u>3100 AT (wing)</u>		<u>3 LMO 11.36</u>
<u>dh with feedboard</u>		<u>B.S. 7.42</u>
<u>SS Lon 2 163-1.33</u>	<u>4.42</u>	<u>T.S. CL 4.40</u>
<u>SS NWC 1101-37</u>		<u>+ Lloyd R.M.C</u>
<u>Examined 1.42</u>		<u>7.42</u>

Previous Report No. - Port -

Particulars of Examination and Repairs (if any) General Examination

Periodical Surveys, when held, must be reported in detail and serialim 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 ✓

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? ✓

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

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 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? 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? ✓

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

A General Examination of the Machinery has now been carried out. The main engines examined so far as practicable, without any working parts being opened up, and found satisfactory. The boilers and auxiliaries generally examined and seen under working conditions & found good. The Owners' Representative stated that the boilers & machinery had worked satisfactorily during recent voyages. The main steam pipes, copper, adjacent & intermediate stop valves of both main engines removed, examined & tested with hydraulic pressure and the port main steam pipe was found to be defective. This has now been replaced by a steel length of pipe tested in a finished condition with hydraulic pressure 15 lb per sq inch. Electric light installation generally examined but not tested; this having been carried out January 1942 as per Bb Rpt No 14959

General Observations, Opinion, and Recommendation: This vessel's Machinery, as now seen, is in good condition and eligible in my opinion to remain as classed in the Register Book.

(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.)

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

F. Drooke Smith
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 26 FEB 1943
 Assigned As now



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

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

LS No 2000 1901 Partly held 142 adjoined

Machinery generally examined Some Steam

type tested One being renewed on

Steel

It is submitted that this
case will be eligible for
the record.

7 June 1902

W. Campbell

Examined 143 for 12 mos.

How

24.2.1903



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