

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

(Received at London Office.....)

11 JUN 1941

Date of writing Report 5-6-41 When handed in at Local Office 7-6-41 Port of Milford Haven
 No. in Survey held at Milford Date. First Survey May 26 Last Survey 2nd June 1941
 eg. Book. 13897 on the Machinery of the Iron & Steel S.S. "EMPIRE WARRIOR" (No. of Visits 2)
 Tonnage } Gross 1306 Vessel built at Hamburg By whom Hamburg Elbe Schiffbau When 1921
 Net 721 Engines made at Oberhausen By whom Gute Hoff When "
 Nominal Horse Power 166 Boilers, when made (Main) 1921 (Donkey)
 No. of Main Boilers 2 Owners Ministry of Shipping Owners' Address
 No. of Donkey Boilers 1 Managers Smith, Hogg & Co Ltd Port London Voyage
 Steam Pressure in Main Boilers 185 If Surveyed Afloat or in Dry Dock Afloat in shop (State name of Dock.)
 No. of Donkey Boilers 1

Particulars of Examination and Repairs (if any) Engine Repairs
 Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details 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 Not required
 Was a damage report made by anyone else? If so, by whom? None no licence reqd
 Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No
 " " Donkey " " " ✓
 If this was not done, state for what reasons Steam on
 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(s) Efficient
 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? 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
 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

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A-</u>		<u>LMC 2-40</u>
<u>S to 4.41</u>		<u>TS on 12-39</u>
<u>S.S. Lth 2nd N°3-240</u>		<u>4.41</u>
		<u>BS 4.41</u>

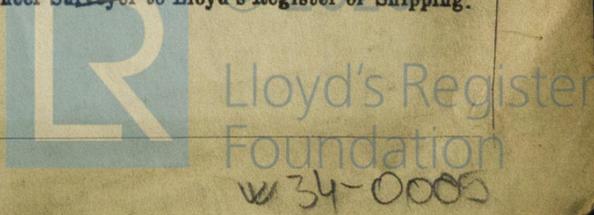
At the request of the Captain through the Brokers, attended the Workshop to examine the Check Valve, the Engineer stated was fractured.
 Examined Cast iron main Check Valve under 400 lbs hydraulic test and found leaking around a set pin. The body of Valve chest was brass welded over set pin and tested again to 450 lbs. and hammered, and remained tight and sound.
 The Whistle pipe burst, and upon examination, found pipe not worth repairing a new pipe about 8 feet long was bent to suit, using old flanges.
 A few minor jobs done below.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel, so far as now seen, is in good efficient Condition + eligible to remain as now classed without fresh Record of Survey.

Survey Fee (per Section 29) £ - : : Fees applied for 5-5-41
 Special Damage or Repair Fee (if any) (per Section 29.) £ 3 : 3 -
 Travelling expenses (if chargeable) £ : : Received by me, C. C. Wilks
 19.....

C. C. Wilks
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 20 JUN 1941
 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

REPORT OF SURVEY FOR REPAIRS

A deflector main feed check
valve chest repaired.
No fifth pipe renewed.

It is submitted that
this vessel is eligible to
remain as CLASSED.

R. J. C.
17/1/1914

