

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

(Received at London Office)

7 SEP 1943

Date of writing Report

When handed in at Local Office

14/9/19 43

Port of **CARDIFF**

No. in Reg. Book

Survey held at **CARDIFF**

Date. First Survey

6th Sept

Last Survey 10 Sept 1943

(No. of Visits 2)

23248 on the Machinery of the Wood, Iron or Steel **S.S. EMPIRE ACTIVITY**

Year. Month.

Tonnage { Gross 5329
Net 3203

Vessel built at **Newcastle**

By whom **James Hunter & Co. Ltd.**

When 1919 10

Engines made at **do.**

By whom **do.**

When 1919

Nominal Horse Power 577

Boilers, when made (Main) 1919

(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 **Guthrie, Pembroke & Co. Ltd.**

Port **London**

Voyage

Steam Pressure in Main Boilers 180

If Surveyed Afloat or in Dry Dock **Quinn**

(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 how expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100A1. 7.43.		L.M.C. 2.41.
70. 1703. 2.41		B.S. 2.42.
		T.S.C.C. 10.40.

Last Report No. 15597. Port **Brs.**

Particulars of Examination and Repairs (if any) **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?

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

Donkey " " " "

If this was not done, state for what reasons

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)

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.**

Steering engine repairs. (also see Bristol Report)
Now Done: Repairs to steering engine previously effected at Bristol now examined. In view of a new complete cylinder block having arrived at Cardiff during the vessel's stay, the Owners Tempal decided to have it fitted. This has now been done & only completion of steering engine due under working conditions & found satisfactory. Marks on new cyl. block: No 251 Water test 250#10" G.H. 3.9.43
Special Reason for: Enquiry was made onboard with reference to the boiler safety valves & it is understood that there were alterations to during the vessel's stay in the U.S.A.

General Observations, Opinion, and Recommendation: *The machinery of this vessel*
 (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, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
 CS 3,34.

As far as we are advised in our opinion to remain as now classed with no further restriction regarding steering engine.

Survey Fee (per Section 29) £ : : Fees applied for 19
 Special Damage or Repair Fee (if any) £ : : Received by me, 19
 Travelling expenses (if chargeable) £ : : 19

Engine Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 5 OCT 1943

Assigned

BS 1.43



W 165-0003

If so, is the Report sent now, or when will it be sent?

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