

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

(Received at London Office)

Date of writing Report 6-3-43 1943 When handed in at Local Office 8-3-43 1943 Port of GLASGOW.  
 No. in Survey held at GLASGOW. Date. First Survey FEB 26<sup>th</sup> Last Survey 2-3-43 1943  
 eg. Book. (No. of Visits 2)

3395 on the Machinery of the Wood, Iron or Steel Twin 1000 H.P. "EMPIRE ROWAN"

Gross 9545 Vessel built at GLASGOW By whom HARLAND & WOLFF Year. Month. When 1922 12  
 Net 5751 Engines made at GLASGOW By whom HARLAND & WOLFF When 1922  
 Nominal 1317 Boilers, when made (Main) - (Donkey) 1922  
 Horse Power 1317 Owners MINISTRY OF WAR TRANSPORT Owners' Address -  
 No. of Main Boilers - Managers ROYAL MAIL LINES LTD. (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Port LONDON Voyage -  
 Steam Pressure - If Surveyed Afloat or in Dry Dock AFLOAT  
 in Main Boilers - (State name of Dock.) QUEENS DOCK  
 in Donkey Boilers 100

Report No. - Port -

Particulars of Examination and Repairs (if any) C.S.

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.

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 -

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? No.

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

tern 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?

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.

C.S. requirements.

To complete in accordance with

NOW DONE:- Starboard Engine. No. 4 main cylinder, cover, liner, piston, top and bottom end pins with bearings, valves, valve gearing and all main and compressor crankshaft journals and main bearings also intermediate shafting examined and found or placed in good order.

Port Engine. No. 4 and 7 main cylinders, covers, liners, pistons, top and bottom end pins with bearings, valves and valve gearing examined and found or placed in good condition.

Aux Engine. No. 3 Port dynamo engine examined in its entirety. Lower starboard forward air starting reservoir and the port forward and aft lubricating oil pumps examined and found in good order.

Repairs. No. 7 Port main piston cooling water distance piece renewed and piston rod flange and landing on piston machined. P.T.O.

General Observations, Opinion, and Recommendation: The machinery of this vessel so far as now seen is in

(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.)

efficient condition and eligible in my opinion to remain as classed with fresh record of L.M.C. C.S. with date on completion of survey as above.

Survey Fee (per Section 29) £ 3 :-

Fees applied for

Special Damage or Repair Fee (if any) £ :-

Received by me,

Travelling expenses (if chargeable) £ :-

19

Committee's Minute

GLASGOW

9 MAR 1943

Assigned

As now

W. Dawson  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

W165-0183



Repairs: Spare main cylinder cover fitted to No 4 Port engine (W&T.)

✓ The Surveyor should state the reason for the removal of the cylinder cover.

RA

Chief P.

19/3/43



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