Rpt. 9.

No. 21889

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 10 OCT 1945)

Date of writing Report 8th October 1945 When handed in at Local Office 9th October 1945 Port of Grimsby

No. in Reg. Book. 37467 Survey held at Immingham Date, First Survey 16th July Last Survey 25th September 1945 (No. of Visits )

on the Machinery of the ~~Wood, Iron or~~ Steel m/v "EMPIRE TAGEALAND"

Tonnage { Gross 6376 / Net 3662.

Nominal Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure— In Main Boilers

In Donkey Boilers

Vessel built at Bremen By whom Akt. Ges. "Weser" When 1927 - 6 (Year. Month.)

Engines made at Bremen By whom Akt. Ges. "Weser" When 1927

Boilers, when made (Main) (Donkey)

Owners Ministry of War Transport Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Eagle Oil and Shipping Co Ld Port London Voyage

~~Surveyed Afloat or~~ in Dry Dock Humber Graving Dock & Kings Dock. (State name of Dock.)

Last Report No. Port

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). |
|---|---|---|
| + | | + |
| 7.39 | | |
| | | |
| 65 Ham No 3 - 7.39. | | OIL ENGINE |
| carrying Petroleum in bulk. | | |

Particulars of Examination and Repairs (if any) G.E. J.S. & B.S.

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? yes

" " Donkey " " " yes

If this was not done, state for what reasons? ✓

In what parts of the Boilers could not be thus thoroughly examined? ✓

By 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? ✓

The latest date of internal examination of each boiler W.T.B's:- P: 31/7; S: 31/8; D.B:- 8/9. Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 200 lbs/□"

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 70 lbs/□"

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

Did the Surveyor examine the drain plugs of the Main Boilers? none fitted, and of the Donkey Boilers? none fitted

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

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no If so, state reasons ✓

Is 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? ✓

Date of examination of Screw Shaft 20/8/45 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 5/32

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? yes

Has 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.? yes.

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

Now done:- Vessel placed in dry dock. Propeller, screw shaft (drawn in), sea connections, outside fastenings examined and placed in good condition.

No 1, 3 cylinder jackets, covers, valves and valve gear, liners, pistons and rods; No 3 crosshead, guide, top end pins and brasses, crank pin and brasses; No 7, 8, crank journals and main bearings; thrust and intermediate shafting, main compressor etc. opened out. working parts examined and placed in good condition.

Forward (No 2) and After (No 1) Diesel Generators:- Cylinder jackets (3 per motor) covers, valves and valve gear, liners, pistons and gudgeon pins, top and bottom end brasses, crank pins, crank journals and main bearings opened out; working parts examined and placed in good order.

Inboard (No 2) auxiliary compressor; condenser circulating pump; port and starboard oil cargo pumps, (See overleaf)

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good and

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 ✠LMC 140 lb., F.D., &c.)

efficient condition and eligible, in our opinion, to have the records of "Examined LR 9.45" being valid for 12 months, also DBS 9.45 and TS.CL sum 8.45. 2 W.T.B. 200 lbs/□" D.B 70 lbs/□"

NOTE:- This is an ex German vessel

| | | |
|---|---|---|
| Survey Fee (per Section 29) BS | £ 10 : 0 : 0 | Fees applied for 9-10-1945 |
| Elec. equip TS | 6 : 6 : 0 | |
| Additional Damage or Repair Fee (if any) (per Section 29.) | £ 2 0 : 0 | |
| Travelling expenses (if chargeable) | £ : 19 : 8 | Received by me, 19 |

W. G. Connell
For Clive Bell & self G B Vaux.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 13 NOV 1945

Signed Examined LR 9.45

DBS (2 W.T. 200 lbs) (1 vertical 70 lb) 9.45

S. 8.45 CL

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

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



005695-005708 - 0169 1/2

Continued:-

~~boiler feed~~ pump, fuel pump, auxiliary feed pump, main feed pump, cooling water pump, air pump, and drainage pumps opened out; working parts examined and placed in good order.

D.B.1:- Port and starboard water tube boilers and vertical donkey boiler examined internally and externally, safety valves, mountings, manhole and sight-hole doors examined and placed in good order. The two water tube boilers were tested hydraulically to 300 lbs/□"; found satisfactory; later examined under steam and the safety valves adjusted to 200 lbs/□". Vertical donkey boiler examined under steam and the safety valves adjusted to 70 lbs/□".

On completion of repairs the main and auxiliary machinery was examined under working conditions and found satisfactory.

Wear and Tear Repairs:- Propeller blades found chipped around the tips now dressed off.

After (No.1) Diesel Generator:- Cylinder block found welded in way of forward (No.1) and after (No.3) jacket top flanges now renewed; water cooling spaces of new cylinder block tested hydraulically to 50 lbs/□" and found satisfactory.

Forward (No.2) Diesel Generator:- Cylinder block found slightly porous in way of after (No.3) jacket top flange on outboard side now temporarily repaired by patch, tested hydraulically, found tight and later examined under working conditions and found satisfactory. The Owners Dep.t states that a new cylinder block has been ordered and will be fitted at the first available opportunity, this, in my opinion, is satisfactory and is submitted for the favourable consideration of the Committee

Minor repairs on auxiliaries as necessary.

A number of the tube inspection doors in headers of both water tube boilers found slack and studs wasted, all inspection doors (244 doors per boiler) renewed.

G.B.Rice.

Rpt. 9a.

Port of — Continuation of Report No. 21889 dated 9th October, 1945, on the

"EMPIRE TAGEALAND" (ex "MITTLEMEER".)

Electrical Equipment.

General Examination and Repairs.

The whole of the aft and part of midships accomodation was rewired, and all single pole switches were substituted for double pole pattern.

The W.T. motor alternation was removed from the centre castle to the W.T. cabin No. 1 generator armature, and No. 2 armature and field coils, motor converter were removed and repaired.

The pump room installation was repaired and the main switchboard overhauled.

All temporary wiring and joints removed. Earth & low insulation faults cleared and navigation lights repaired.

On completion the equipment was operated under working conditions with satisfactory results and the insulation resistance of all circuits and apparatus measured and found good.

This equipment is now in my opinion in a good and safe working condition.

W.G. Connell

Fee:- £6: 6: 0d. nil.

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING,
HULL.





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