

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

(Received at London Office 5- OCT 1945)

Date of writing Report... 27. 9. 45 Port of NEWCASTLE-ON-TYNE
No. in Survey held at South Shields Date. First Survey July 23 Last Survey Aug 24 1945
Reg. Book. on the Machinery of the Wood, Iron or Steel Twin screw M.V. Empire Tigouverlea Grete-German
Gross 638.11 Vessel built at By whom When 1943
Net ✓ Engines made at By whom When
Nominal Horse Power Boilers, when made (Main) (Donkey)
No. of Main Boilers Owners Ministry of War Transport Owners' Address
No. of Donkey Boilers Managers Anglo-Saxon Petroleum Co (if not already recorded in Appendix to Register Book.)
Steam Pressure— Port London Voyage
in Main Boilers If Surveyed Afloat or in Dry Dock Dry Dock
in Donkey Boilers (State name of Dock.) Messrs Brigham & Cowan

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking & G.E.

(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.)

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 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? Yes Is an approved oil retaining appliance fitted at the after end? No

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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush P. 054 S. 046 Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YES.

If the 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, propellers, aft end of stern bushes, sea connections, and outside fastenings examined and found efficient.

G.E. :- The following machinery parts examined :- S engine Nos 2 & 4 cyls, and P engine Nos 1 & 5 cyls, pistons, covers, con. rods, and bottom end bearings and pins. M.E. operated bilge and circulating pumps on both engines.

Main engines and aux. machinery tried out under working conditions with satisfactory results

Owing to labour difficulties it was not possible at this time to draw the tail shafts for examination, but it was stated that this would be done at the first opportunity

General Observations, Opinion, and Recommendation: The machinery of this vessel, as far as now

(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 or LMC 9,11 or LMC 140 lb., FD, &c.)

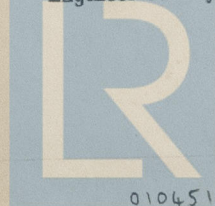
seen, is in efficient condition, and eligible in our opinion to have the notation "Examined" L.R. 8,45 (for 12 months) subject to the tail shafts being drawn for examination first opportunity

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

Committee's Minute

Assigned Examined L.R. 8,45 subject

C. Booker A.D.iment
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

010451-010460-0055

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

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

SURVEY OF ELECTRICAL INSTALLATION.

27/9/45

FIRST SURVEY

9

LIST SURVES

24/7/45

No. of visits

1

The Electrical Installation was examined, tested, and found satisfactory, but it is not suitable for a vessel carrying oil having a flash point less than 150°F. , on account of pump motors fitted on Deck being within 10 feet of tanks. (see Section 15 clause 16.)

Radiment.