

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

(Received at London Office 29 AUG 1949)

Date of writing Report 29 AUG 1949 When handed in at Local Office 29 AUG 1949 Port of LONDON  
 No. in Survey held at LONDON Date, First Survey 4/8/49 Last Survey 24/8 1949  
 Reg. Book. 28435 on the Machinery of the Wood, Iron or Steel M.V. EMPIRE SEAGREEN (No. of Visits 5)

Tonnage { Gross 518 Vessel built at Willington Quay By whom Clelands (Successors) Ltd. Year. Month. 1945 10  
 Net 293 Engines made at Ashton-under-Lyne By whom National Gas & Oil When 1945  
 Nominal 330 BHP Boilers, when made (Main) ✓ (Donkey) ✓  
 Horse Power) ✓ Owners Ministry of Transport Owners' Address ✓  
 No. of Main Boilers ✓ Managers Instone Lines Ltd. (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers ✓ Port Newcastle Voyage ✓  
 Steam Pressure ✓ If Surveyed Afloat or in Dry Dock Afloat at Bow Creek  
 in Main Boilers ✓ (State name of Dock.) Dry dock at Sandford's Slip  
 in Donkey Boilers ✓ Gravesend.

ast Report No. Port  
 Particulars of Examination and Repairs (if any) Special Survey & Docking.

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 stated at the end of the report. State also the dates and initials of any letters respecting this case.

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 ✓

Damage report made by anyone else? If so, by whom? ✓

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" Donkey " " No

State for what reasons No boilers fitted. What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Latest date of internal examination of each boiler ✓

Surveyor examine the Safety Valves of the Main Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Screw shaft now been drawn and examined? YES. Has it a continuous liner? No. Is an approved oil retaining appliance fitted at the after end? YES.

Shaft now been changed? No. If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 8/49 State the wear down in the bush 5/32

Is electric light and/or power fitted? YES. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES.

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

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

COMPLETED :- Propeller, stem bush, sea connections opened up and their fastenings examined. Tail shaft drawn and examined and also O.G. examined. Corrosion found on tail shaft in way of O.G. and recommend tail shaft be drawn for examination at next annual survey 8/50.

6 M.E. cylinders, cylinder heads, jackets, valves and valve gear, pistons, connecting rods and their gudgeon pins, crankpins and bottom end brasses, journals and main bearing brasses, crankshaft, clutch, reversing gear and reduction gearing, thrust and intermediate shafts examined.

1 E. driven air compressor and 2 air compressors examined in their entirety and also 2 starting air receivers and air pipes examined internally.

fuel storage tanks and 1 daily service tank and their fittings and connections examined. M.E. driven bilge pump, M.E. driven C.W. pump [CONTINUED]

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

(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, & MS 9,11 & LMC 9,11 or LMC 140 lb., FD, &c.)  
 condition and eligible, in my opinion, to remain as classed with fresh record of MBS \* 8/49 subject to the examination of tail shaft before the end of August 1950. Meanwhile the tail shaft is considered efficient.

Survey Fee (per Section 29) SS £ 12 : 0 : 0 Fees applied for 19

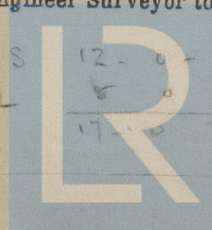
Additional Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, Wm Blacklock

Calling expenses (if chargeable) £ : : 19

Committee's Minute FRI. 7 OCT 1949 As per subject

Signed MBS \* 8/49  
 (with hold T.S. record)

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation



REPAIRS COMPLETED:

- Lowclass engine { 2 piston bosses drilled for locking pins to be fitted to prevent turning of gudgeon pins in pistons.
- Port Generator { Piston and liner renewed.
- Star Generator { Piston and liner renewed. Crankshaft re-ground and bearings re-metalled. Camshaft roller bearings renewed.
- Main Engine { N°5 liner renewed and N°3 bottom end bearings renewed.

W. Blacklock

H.B. Brown

M.V. EMARE SEAGREEN.

[CONTINUED] and 2 General Service pumps all examined in their entirety together with the valves, cocks and strainers of the pumping arrangements. Lowclass engine and which engine examined in their entirety and steering gear and M.E. witnessed in operation. Insulation resistance and electrical circuits and apparatus tested and found satisfactory. 2 auxiliary diesel engines and 2 electric generators examined in their entirety.

W. Blacklock

H.B. Brown