

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

(Received at London Office, OCT -4 1940)

Date of writing Report 19 When handed in at Local Office 25 SEP 1940 Port of LIVERPOOL

No. in Survey held at Liverpool Date, First Survey 4/9/40 Last Survey 14/9/1940
 Reg. Book. 2002 on the Machinery of the Wood, Iron or Steel MV. "TANGITANE" (No. of Visits 4)

Gross Tonnage 1671.2 Vessel built at Blybank By whom Brown & Co When 1929-11
 Net Tonnage 1028.9 Engines made at do By whom do When do
 Nominal Horse Power 2186 Boilers, when made (Main) ✓ (Donkey) 1929
 No. of Main Boilers 2 Owners New Zealand Shipping Co. Ltd. Managers' Address Portsmouth Voyage ✓
 No. of Donkey Boilers 2 Managers do Port do Voyage ✓
 Steam Pressure in Main Boilers 190 If Surveyed Afloat or in Dry Dock Yes (State name of Dock.) Glasgow
 in Donkey Boilers 190 Last Report No. 3550 Port Auk completion JOBS

Particulars of Examination and Repairs (if any) + L.M.C. - CS.

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? ✓

" " " " " " " " Port Donkey " " " " Yes

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) Good

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? Port yes To what pressure were they afterwards adjusted under steam? 100 lbs / 10'

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

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? Port yes

Has 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 ✓

The Chief Engineer stated that the continuous survey would be advanced as opportunity offers. How done:- (see S.R.L.)

Examined Port donkey boiler internally & externally with safety valves, mountings, manholes, doors & fastenings & safety valves adjusted to pressure stated

Examined on No 3 generator (starboard side forward) all cylinders, pistons & valve gear, top end pins & other brasses

1st & 3rd stage compressor coils for the No 3 generator (starboard forward) tested to Rule Requirements.

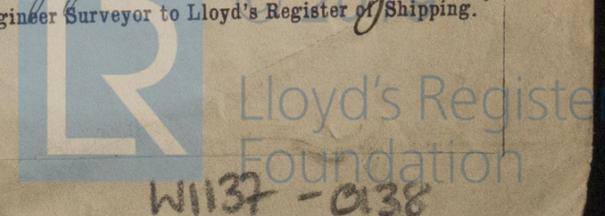
Copy of Interim certificate issued herewith attached.
General Observations, Opinion, and Recommendation: The machinery of this vessel

(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 R.L.M.C. 140 lb., F.D., &c.)

as far as now seen is in good & efficient condition & eligible in my opinion to remain as now classed with Record of D.B.S. 5-40 as previously recommended & + L.M.C. - CS. with date, on completion of the survey

Survey Fee (per Section 29)	£ : :	Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.)	£ : :	
Travelling expenses (if chargeable)	£ : :	
		Received by me,
		<u>W. H. J. Aggott & Gaylor</u>
		Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL - 1 OCT 1940
 Assigned D.B.S. 5.40.



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

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

