

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 (No. of Visits 4)

2002 on the Machinery of the Wood, Iron or Steel MV "TANGITANE"

Gross 16412 Vessel built at Gylebank By whom Brown & Co. When 1929-11

Net 10289 Engines made at - do - By whom - do - When - do -

Nominal 2186 Boilers, when made (Main) (Donkey) 1929

orse Power 2 of Main Boilers Owners New Zealand Shipping Co. Managers

of Donkey Boilers 2 Managers (if not already recorded in Appendix to Register Book.)

eam Pressure in Main Boilers 100 If Surveyed Afloat or in Dry Dock Yes (State name of Dock.) Glasgow Dock

in Donkey Boilers 100 Port Auk completion of D.B.S.

Last Report No. 3550 Port Auk completion of D.B.S.

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 " " " " " "

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)

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?

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 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) 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 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 19

Special Damage or Repair Fee (if any) £ : : Received by me, 10

Travelling expenses (if chargeable) £ : :

Committee's Minute

Assigned D.B.S. 5.40.

L. H. J. Aggott & H. Gaylor
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W1137 - 0138

C.S. advanced.

L.H.
15/10/40.

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