

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

4 OCT 1943

(Received at London Office)

Date of writing Report 2-10-1943 When handed in at Local Office 4 OCT 1943 Port of HULL

No. in Survey held at Hull Date First Survey 31-8-43 Last Survey 28-9-1943
 Reg. Book 16510 on the Machinery of the Wood, Iron or Steel Tug. EMPIRE RUPERT (No. of Visits 5)

Tonnage Gross 479 Vessel built at Goole By whom Goole S.B. & Repg Co. Ltd When 1943 Month 5
 Net 42 Engines made at Wigan By whom Walker Bros. Ltd When 1943 Month 5
 Nominal Horse Power 197 Boilers, when made (Main) 1943 (Donkey) -
 No. of Main Boilers One Owners Ministry of War Transport Owners' Address -
 No. of Donkey Boilers nil Managers United Towing Co. Ltd (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 215 lb Port Goole Voyage -
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock LNEX Slipway
 (State name of Dock.) St. Andrew's Dock

Last Report No. - Port -Particulars of Examination and Repairs (if any) Alterations & Dk.

(Periodical Surveys, when held, must be reported in detail and verbatim 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? no

" " Donkey " " " -

If not, state for what reasons not due for survey 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 (if) efficient

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? -

Is an approved oil retaining appliance fitted at the after end? yes

Has shaft now been changed? no 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 close fit 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

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

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 on slipway. Propeller, sternbush and outside fastenings examined, found in good order.
 12½ K.W. generator installed in place of existing 7½ K.W. generator, and a new evaporator, capacity 10 tons, has been fitted.
 a blowdown cock has been fitted on shell, for this evaporator.
 Other minor alterations also effected.

General Observations, Opinion, and Recommendation: Eligible, in my opinion

(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.)

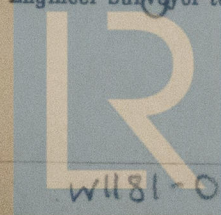
No remain as classed, without fresh record of survey.

Survey Fee (per Section 29) Alterations £ 2 : 2 : 9 Fees applied for OCT 1943
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :
 Travelling expenses (if chargeable) £ : : Received by me, John Douglas
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Committee's Minute WED. 20 OCT 1943

Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

HULL
Single screw tug EMPIRE RUPERT

Additions

The $7\frac{1}{2}$ KW generator was removed and replaced by one of $12\frac{1}{2}$ KW. An additional panel was fitted to the main switchboard to accommodate the switches & fuses for the ventilation & refrigerator motor circuits.

Two 5" ventilating fans were fitted to the accommodation, one $7\frac{1}{2}$ " engine room ventilating fan, & one $7\frac{1}{2}$ " vent fan for the aft accommodation.

One $1\frac{1}{2}$ HP motor driven compressor for the refrigerator was installed. One 12" searchlight and an E.S.D. were also fitted.

On completion the equipment was operated under working conditions with satisfactory results, the governing & corresponding of the generator was found in good order, and the insulation resistance of all circuits and apparatus was measured and found good.

W. F. Cornell

See 25-0-0



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It is submitted that
this vessel is eligible to
remain as **CLASS 80**

note for R.B. E.S.D.
S.R.

[illegible]