Rpt. 9.

No. 52158.

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

(Received at London Office 5 OCT 1943)

Date of writing Report 2-10-1943 When handed in at Local Office ..... 19 ..... Port of HULL

4 OCT 1943

No. in Reg. Book. 16510 Survey held at Hull Date. First Survey 31.8.43. Last Survey 28.9.1943 (No. of Visits 5.)

on the Machinery of the ~~Wood, Iron or~~ Steel Tug EMPIRE RUPERT

Tonnage: Gross 479 Net 42

Nominal Horse Power 197

No. of Main Boilers One

No. of Donkey Boilers nil

Steam Pressure— in Main Boilers 215lb in Donkey Boilers ✓

Vessel built at Goole By whom Goole S.B. & Repg Co. Ld When 1943 5 (Year. Month.)

Engines made at Wigan By whom Walker Bros. Ld When 1943 5

Boilers, when made (Main) 1943 (Donkey) ✓

Owners Ministry of War Transport Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers United Towing Co. Ld Port Goole Voyage ✓

If Surveyed Afloat or in Dry Dock LNER Slipway (State name of Dock.) St Andrews Dk

Last Report No. ..... Port .....

Particulars of Classification which must be inserted precisely as in Register Book & Supplements).

| CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys. | Years assigned now expired. | Machinery and Boiler Surveys (including date of N.B., if any) |
|---|---|---|
| +100A1. for towing service 6.43 | | + LMC 5.43 |
| | | T.S. OG. 6.43 |
| Fitted for oil fuel 5.43 FP above 150°F | | |

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

Particulars of Examination and Repairs (if any) Alterations & Dkg.

(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? 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 (1) 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 Kw. 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, to remain as classed, without fresh record of survey.

(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 ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.) CS 3,34,

Survey Fee (per Section 29) Alterations £2 : 2 : 0

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for 4 OCT 1943 19

Received by me, 19

John Douglas

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 20 OCT 1943

Assigned A1 now

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

TO WRITE ACROSS THIS MARGIN. THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



W1181-0134 1/2

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Port of HULL Continuation of Report No. 52181 dated 20.9.43. on the

Single screw tug EMPIRE RUPERT

Additions

The 7½KW generator was removed and replaced by one of 12½KW
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 7½" engine room ventilating fan, & one 7½ vent fan for the aft accommodation.
One 1½HP 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.H. Cornell

Fee £5-0-0

Alterations effected to electrical installation

It is submitted that this vessel is eligible to remain as CLASSED

Ellur
14.10.43

Note for R.B. E. S.D