

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

(Received at London Office 31 OCT 1945)

Date of writing Report... 29/10/45 When handed in at Local Office... Port of NEWCASTLE-ON-TYNE  
 No. in Survey held at South Shields Date. First Survey 28.8.45 Last Survey 24-10-1945  
 on the Machinery of the Wood, Iron or Steel Twin screw M.V. Empire Tigachi ex Flemhude-German (No. of Visits 7 + 8 Light 1)

Gross Tonnage 603 Vessel built at... By whom... When 1942  
 Net Tonnage ✓ Engines made at... By whom... When...  
 Nominal Horse Power ✓ Boilers, when made (Main)... (Donkey)...  
 No. of Main Boilers ✓ Owners Ministry of War Transport Owners' Address...  
 No. of Donkey Boilers 1 Managers Anglo-Saxon Petroleum Co (if not already recorded in Register Book.)  
 Steam Pressure in Main Boilers ✓ Port London Voyage...  
 No. of Donkey Boilers 145 If Surveyed Afloat or in Dry Dock Both (State name of Dock messrs Brigham & Cowan Ltd.)

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)
(G.L.)		

Particulars of Examination and Repairs (if any) T.S., G.E., D.B.S.

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

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 ✓

Has a damage report been 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? ✓

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? yes

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 D.B. 14-9-45

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? 145 lbs □"

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? yes

Has the 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? no

Has the 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 4-9-45 State the wear down in the stern bush P 1/16" S 1/16"

Is electric light and/or power fitted? yes 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? ✓

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done. Complete

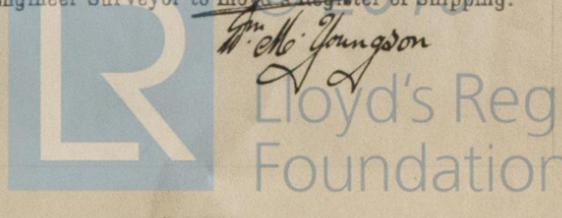
Now done :- Vessel placed in dry dock, propellers, stern and A bracket bushes, sea connections, and outside fastenings  
 T.S. :- P and S. tailshafts drawn and examined  
 Repairs :- P & S. ship side valves fitted in pump room with connections suitably arranged for flooding or discharging tanks through same  
 G.E. :- Port main engine No 2 & 3 and Starboard main engine No 6 & 7 cyls, covers, pistons, con. rods, gudgeon pins, bottom end bearings and pins, and port dynamo engine.  
 D.B.S. :- Donkey boiler examined internally & externally complete with manholes, doors, fastenings and all mountings. Safety valves adjusted to the above stated pressure. (Coal fired boiler)

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as now seen, is in efficient condition, and eligible in our opinion to have the records T.S. P & S. 9, 45, D.B.S. 10, 45 and "Examined" 10, 45 (for 12 months)

Survey Fee (per Section 29) D.B.S. £ 3 : 0 : 0  
T.S.S. £ 1 : 10 : 0  
 Special Damage or Repair Fee (if any) £ ✓ : :  
 Travelling expenses (if chargeable) £ ✓ : :

Fees applied for 30 OCT 1945  
 Received by me, b. Booker  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 30 NOV 1945  
 Assigned Examined LR 10, 45  
Both 5, 45 DBS 10, 45 (145 lb)



W296-0167