

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

(Received at London Office)

2 MAR 1944

Date of writing Report.....19..... When handed in at Local Office.....25-2-1944..... Port of Glasgow
 No. in Survey held at Glasgow Date. First Survey 10-1-44 Last Survey 20-2-1944
 Reg. Book. 23665 on the Machinery of the Wood, Iron or Steel SS. EMPIRE TAMAR (No. of Visits. IV)

Tonnage { Gross 6561 Vessel built at Belfast By whom Workman Clark & Co Ltd When 1907 Month 11
 Net 4049 Engines made at Do By whom Do When 1907
 Nominal Horse Power 810 Boilers, when made (Main) 1907 (Donkey)
 No. of Main Boilers 5.5B Owners Ministry of War Transport Owners' Address London
 No. of Donkey Boilers ✓ Managers J. A. Billmer & Co Ltd (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 205 Port London Voyage
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Afloat Princes Dock (State name of Dock.)

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 SHELTER DECK		+LME 3,42
WITH FREEBOARD		BS 12,42
(RECLASSIFICATION CONTEMPLATED) 10,43		TSCL SN 3,42
SS. LON 2 ND N°3-5,34		TSCL PN 5,43
EXAMINED 3,42		

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) B.S. and Repairs

(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? Yes large battens not fitted

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

If not, state for what reasons _____ 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 Forw Port Boiler 13-1-44 Aft Port Boiler 13-1-44 Aft Centre Boiler 24-1-44 Forw Star Boiler 13-1-44 Aft Star Boiler 25-1-44 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 205 lbs/□"

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? Yes 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? Yes 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? ✓

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 _____ 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? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

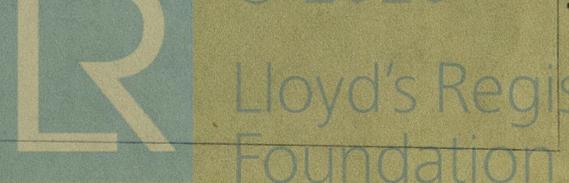
Now done B.S. All boilers examined internally and externally, together with safety valves, doors, and mountings and found or placed in good order. Safety valves adjusted under steam to above pressure.
Repairs Forward Starboard Boiler. Starboard manhole spigot found thin. Now built up by electric welding and door refitted. The Starboard furnace was found somewhat distorted but considered efficient. No further distortion had taken place since previous gaugings. Other minor repairs carried out.
Forward Port Boiler. Port and Starboard manhole spigots found thin. Now built up by electric welding and doors refitted. Other minor repairs carried out.
Port Aft Boiler. Minor repairs carried out.
Centre Aft Boiler. Starboard manhole spigot found thin. Now built up by electric welding and door refitted. Other minor repairs carried out.
Starboard Aft Boiler. Centre furnace found pitted just above line of fire bars. Now built up.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now seen is in a safe working condition and eligible in our opinion to remain as classed with fresh record of BS 2, 44. Subject to Starboard main engine crankshaft being dealt with, before end of May 1944.

Survey Fee (per Section 29) B.S. £ 6 : 0 : 0 Fees applied for
 Special Damage or Repair Fee (if any) £ 8 : 8 : 0
 LICENCE CASE
 Travelling expenses (if chargeable) £ : :
 Received by me, W. A. Leggat 19

Committee's Minute _____
 Assigned BS 2, 44
Subject to

W. A. Leggat G. H. Macdonald
 Engineer Surveyor to Lloyd's Register of Shipping.



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

S.S. "EMPIRE TAMAR"

by electric welding. This furnace was found distorted but considered efficient as no further distortion had taken place since previous gaugings.

Other minor repairs carried out.

Now done at owners request.

Port main condenser examined and tested after repairs and placed in good condition.

Starboard Engine All main bearings, crank, thrust and intermediate shafting examined and found or placed in an efficient condition.

Port main condenser retubed.

All main bearings, Starboard engine, found badly run, now remetalled.

Crank, thrust, and intermediate shafting lined up.

Repairs.

Note.

It was recommended that the Starboard engine crankshaft be removed ashore and tested in lathe for alignment but the Ministry of Ship Repairs refused to allow this to be done. When the alignment of shafting was checked, at the crank and thrust shaft couplings, the crankshaft appeared to be bent. (Centricity 40/1000.) The Starboard engine was tested under steam at slow speed and found efficient. It is considered that the Starboard crankshaft is efficient for the present, but it is recommended that the shaft be dealt with before the end of May 1944.

The vessel has now been handed over from The Ministry of War Transport to the Admiralty for "special detail."

[Faint, mirrored bleed-through text from the reverse side of the page, including phrases like "The machinery of the vessel is for as now seen as in..."]

Noted
Supt as recommended
J.H.W.
7.3.44

