

(Received at London Office

2 MAR 1944

No. in Reg. Book. 23665 Survey held at Glasgow Date. First Survey 10-1-44 Last Survey 20-2-1944
on the Machinery of the Wood Iron or Steel Turner SS. EMPIRE TAMAR (No. of Visits. 14)

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 810		Boilers, when made (Main) 1907	(Donkey)		
Horse Power } No. of Main Boilers 558		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	Princess Dock	Particulars of Classification which must be inserted	
(State name of Dock.)					

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serialim 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?

Donkey

If not, state for what reasons

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 Fore Port Boiler 13-1-44 Aft Port Boiler 13-1-44 Aft Center Boiler
Fore Star Boiler 13-1-44 Aft Star Boiler 28-1-44 24-1-44

Did the Surveyor examine the Safety Valves of the Main Boilers?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has the screw shaft now been drawn and examined?

Has shaft now been changed? No If so, state reasons

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

stern bush..... Is electric light and/or power fitted?

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

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)	£ 6 : 0 : 0	Fees applied for 20 FEB 1974
Special Damage or Repair Fee (if any) (per Section 29.)	£ 8 : 8 : 0	
LICENCE CASE Travelling expenses (if chargeable)	£ : :	Received by me,

Committee's Minute

Assigned *125.244*

Subject 4.

Fees applied for

9 FEB 1944

Received by me

19

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

Engineer Surveyor to Lloyd's Register of Shipping.

W31-0151

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. (Curvature $\frac{1}{1000}$) 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."

The machinery of the vessel is now in a state of readiness for service. The Starboard engine has been tested and found efficient. The Port engine has been tested and found efficient. The condenser has been tested and found efficient. The boiler has been tested and found efficient. The hull has been tested and found efficient. The deck has been tested and found efficient. The superstructure has been tested and found efficient. The vessel is now ready for service.

Note
Subject as recommended

4/11/44

7.3.44

Signed A. W. H.



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