

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

(Received at London Office)

4 MAY 1949
LIVERPOOL

Date of writing Report 4th April 1949 When handed in at Local Office 4th April 1949 Port of Liverpool
 No. in Reg. Book 77987 Survey held at Liverpool Date. First Survey 25/11/48 Last Survey 25/3/49
 on the Machinery of the Wood, Iron & Steel S.S. "TRIBESMAN" (No. of Visits 25)

Tonnage { Gross 7086 Vessel built at Sunderland By whom Shipbuilding Corp. Ltd. When 1944 Month 12
 Net 4889 Engines made at Barrow By whom Vickers Armstrongs Ltd When 1944
 Nominal 510 Boilers, when made (Main) 1944 (Donkey) -
 Horse Power 3(Spt) Owners Charente S.S. Co. Ltd. Owners' Address -
 No. of Main Boilers 3 Managers T. & J. Harrison Port Liverpool Voyage -
 No. of Donkey Boilers - If Surveyed Afloat in Dry Dock Langton & Co. Dry Dock
 Steam Pressure 220 (State name of Dock.)
 in Main Boilers -
 in Donkey Boilers -

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 with Fbd. 2.48.		*LMC 12.44. TS CL 2.48.

Last Report No. - Port -Particulars of Examination and Repairs (if any) Log. T.S. + S.H.C. Oil Lms

(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.)

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 No damage reported

Was a damage report made by anyone else? If so, by whom? NoDid the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes" " Donkey " " " NoneIf 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 Bot. 11/3/49 Centre 7/1/49 Starb. 7/1/49Present condition of funnel (s) EfficientDid the Surveyor examine the Safety Valves of the Main Boilers? YesTo what pressure were they afterwards adjusted under steam? 220 lbs H"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? Yesand 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? Yesand of the Donkey Boilers? -Has the screw shaft now been drawn and examined? YesHas it a continuous liner? YesIs an approved oil retaining appliance fitted at the after end? NoHas shaft now been changed? NoIf 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 15th Feb 1949State the wear down in the stern bush Close fitIs electric light and/or power fitted? YesIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YesHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YesIf the Survey is not complete, state what arrangements have been made for its completion and what remains to be done CompleteNow DoneLooking & T.S.

Vessel placed in dry dock; examined propeller, screwshaft, stern bush, sea cocks, valves and outside fastenings of sea connections. Stern-bush rewooded at this time and new bronze propeller fitted.

Machinery

Examined main engine cylinders, pistons, rods; valves and casings; crossheads guides and shoes; crank, thrust & intermediate shafting; attached & independent pumps; condenser (tested); windlass, steering and dynamo engines; cocks, valves & pipes & strainers of pumping arrangements.

Boilers

All boilers examined internally and externally together with superheaters, safety valves, mountings, manholes, doors and fastenings. Afterwards examined under

General Observations, Opinion, and Recommendation:—

The machinery of this vessel when now seen is

(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.)

eligible in my opinion to remain as now classed with fresh records of *S.H.C. 3.49 and T.S. C.L. 2.49. and to have the notation of "Fitted for Oil Fuel 3.49. D.F.P. above 150°F" inserted in the Register Book.

Survey Fee (per Section 29) S.H.C. 52: 0: 0Special Damage or Repair Fee (if any) T.S. 3: 0: 0Travelling expenses (if chargeable) Gil. 10: 10: 0Total 5: 0: 0Received by me, 19

LIVERPOOL - 3 MAY 1949

Assigned + LMC 3.49T.S. 2.49.

CERTIFICATE WRITTEN (dd 22.6.49)

K. Lloyd. G. H. Williams
 Engineer Surveyor to Lloyd's Register of Shipping.

002682-002689-0138 1/2

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

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

TRIBESMAN.

steam and their safety valves adjusted.

Electrical Survey.

Electrical equipment examined under working conditions and all found or placed in good order. Insulation test carried out and several low circuits brought up to Rule Requirements and boiler room lighting circuits removed.

Oil Fuel Conversion.

The vessel has now been converted for the use of oil fuel burning.

The oil fuel unit comprises two separate units of the "Wallswell" type, tested at the makers works and marked

No 16446 & 16444

LLYDYS TESTED 450 lbs²"

(Stamp indecipherable).

The oil fuel installation has been constructed in accordance with the approved plan.

All oil pipe lines are of strong construction and have been tested on completion and the oil fuel pressure pipe line has been tested to 400 lbs²" and found satisfactory.

On completion the unit examined under working conditions, extended spindle tried, fire smothering (steam) tested.

An oil fuel transfer pump has been fitted in the storeroom.

Ident: Marks

LLYDYS G.B. TESTED 500 lbs²"

24.5.47.

License checked.

J. H. Williams



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Lloyd's Register
Foundation

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