

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

(Received at London Office)

Date of writing Report.....19..... When handed in at Local Office.....19.....

Port of LIVERPOOLNo. in Survey held at Birkenhead Date. First Survey 21.6.48 Last Survey 30.7.48 19  
Reg. Book. (No. of Visits.....19.....)77732 on the Machinery of the Woodward Steel "TOMOCYCLUS".

Tonnage { Gross 10668 Vessel built at Portland, Or. By whom Kaiser Co. Inc. When 1944  
 Net 6321 Engines made at Lynn, Mass. By whom General Elec. Co. When 1944  
 Nominal { Boilers, when made (Main) (Donkey)  
 Horse Power }  
 No. of Main Boilers Owners Anglo Saxon Petroleum Co. Ltd Owners' Address  
 No. of Donkey Boilers Managers (If not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers Port London Voyage  
 in Donkey Boilers If Surveyed Afloat + in Dry Dock Graysons (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book &amp; 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 (Classification Contemplated) 11, 47. Examined 11, 47.		
Fitted for O.F. Carrying petroleum in bulk.		

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Dr. T.S. BS. MS. Reps.

(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

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" " Donkey " " " None

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 Port + Star - 13-7-48Present condition of funnel(s) EfficientDid the Surveyor examine the Safety Valves of the Main Boilers? YesTo what pressure were they afterwards adjusted under steam? 465/500 lbs/pDid 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? Noneand 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? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? NoHas 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 25-6-48 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? YesHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes See Reports 13+40 attached

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the L.M.C. the following items require to be examined: Emergency diesel generator, two full service oil transfer pumps, two lubricating oil pumps and coolers, atmospheric drain pump, auxiliary condenser, after bilge pump, thrust block, motor bearings, two full oil heaters, second stage feed heater, evaporator feed pump, main and auxiliary air ejectors, ships service air compressor, steam pipes to be tested.

Docking T.S. Vessel placed in drydock. Propeller, screwshaft drawn, stern bush, valves and outside fastenings of sea connections examined and found or placed in a satisfactory condition.

MS. Examined main turbine casing, rotor, bearings, both turbo generators over all parts with their gearing, main condenser (tested), both main feed pumps and their driving engines, auxiliary feed pump, both condensate pumps, auxiliary condensate pump, main sea circulating pump, auxiliary sea circulating booster pump, general service pump, feed bilge pump, auxiliary air compressor, steering engine pump, windlass, pumping arrangements and found or placed in a satisfactory condition.

General Observations, Opinion, and Recommendation: The machinery of this vessel, where now seen, is eligible in our opinions to have the notations T.S. 6.48, BS 7.48 now and MS 7.48 on the completion of the 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 or LMC 9.11 or LMC 140 lb., FD, &c.) CS 3.34.

Survey Fee (per Section 29) T.S. £ 3 : 0 : 0

(PART) LMC £ 60 : 0 : 0

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

Travelling expenses (if chargeable) £ : 8 : 0

LIVENCE CASE. Committee's Minute

Assigned

Deferred for Completion Machinery Survey  
 B.S. 4.48. T.S. 6.48.

Fees applied for

7 SEP 1948

Received by me,

19

James H. Smyth  
 Engineer Surveyor to Lloyd's Register of Shipping.

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002858-002869-0359

002858-002869-0360

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

If so, to be sent to



BS - Both main boilers and superheaters examined internally and externally, together with their mountings, manholes, doors, caps and their fastenings and found or placed in a satisfactory condition. Safety valves on both boilers adjusted under steam as noted. Oil burning control rods and steam smothering checked.

Repairs (Wear + tear) -

Stern bush rewooded.

Stem bush rewooded.  
Main turbine casing, internal stays, protecting clips welded on where eroded.

Both turbo-generator rotor shafts ground up in way of carbon packing.

Hot feed pump. gland sleeves grooved, now renewed.

after fuel pump, sealing ring landing console now satisfactory repaired.

after feed pump turbine, food journal ground true and bearing remetalled.

Auxiliary feed pump, liner bowl + bucket removed.

Star condensate pump, top impeller slack, now re-keyed.

air condenser pump. gland sleeves unsewed.

Sea circulating booster pump, gland sleeves renewed.

Main sea circulating pump, sealing rings & impeller renewed.

Main injection chest, pitting built up by electric welding.

Windlass main shaft, shaft twisted in way of keyways, now renewed.

Boiler gauge glass valves in both boilers replaced by "Klinger" cocks.

Sundry minor repairs effected.

Trials - Main and auxiliary machinery examined under working conditions in dock and found a satisfactory condition.

5118

84-5-81 - 1000 + 1000

84-2-25

Close fit

[illegible]

eligible in our opinion to have the rotation to the 7-48 and 10-48

0 0 8 T.C.  
0 0 0 MC (PART)

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