

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

11 NOV 1948

Date of writing Report 11th Oct., 19 48 When landed in at Local Office 11th Oct., 19 48 Port of Galveston, Texas
 No. in Reg. Book 78057 Survey held at Galveston, Texas Date, First Survey 23rd Sept. Last Survey 8th Oct., 19 48
 on the Machinery of the ~~Wood Iron~~ Steel S/S "TROCHISCUS" (No. of Visits 2)

Tonnage { Gross 10668 Vessel built at Portland, Or. By whom Kaiser Co., Inc. Year. Month.
 Net 6319 Engines made at Lynn, Mass. By whom G. E. Co. When 1944
 Nominal Horse Power Boilers, when made (Main) 1944 (Donkey) - When 1944
 No. of Main Boilers Two 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 500 Port London Voyage
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock Both Todds Drydock Particulars of Classification (which must be inserted
 (State name of Dock.) No. 3 & Piers precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Pt. LMC & 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.)

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. Not required

Was a damage report made by anyone else? If so, by whom? No

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

" " Donkey " " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

Both boilers hydrostatically tested

State latest date of internal examination of each boiler P. & S. 28th September, 1948

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 500 & 465

Did the Surveyor examine the Safety Valves of Donkey Boiler? -

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 valves of the Main Boilers? Yes

and of the Donkey Boilers? -

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

and of the Donkey Boilers? -

Has screw shaft now been drawn and examined? No

Is it fitted with continuous liner? -

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? - If so, state reasons.

Has the shaft now fitted been previously used? -

Has it a continuous liner? -

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

No

State date of examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8" B

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Both

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Not tested

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

Docking and part LMC & B.S.

Now Done - Vessel placed in drydock, propeller, aft end of stern bush, fastenings of sea valves examined, found or now placed in good condition.

Boiler Survey Now Done - Both watertube boilers examined internally and externally together with doors, mountings and safety valves, found or now placed in good condition. Both boilers, steam and feed water lines hydrostatically tested and proven tight. Main and superheat valves adjusted under steam pressure as noted above. Oil burning installation examined and tested under working conditions. Tank valves and deck controls examined, oil discharge pipes all found in good condition, accessible, visible, well lighted and joints tight.

Part LMC Now Done - The following main and auxiliary machinery parts were examined and found or now placed in good condition -

(P.T.O.)

General Observations, Opinion, and Recommendation:—

The machinery and boilers of this vessel

(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, B.S. 9,11, B.E.M.S. 9,11, L.M.C. 9,11, or LMC 140 lb., P.D., &c.)

are in good condition and eligible, in our opinion, to remain Class contemplated, with fresh record of LMC (with date) when the survey has been completed and to have the notation B.S. 10,48, subject to a spare propeller being supplied and suction valves of O.F. bunkers to be controllable as per Rule requirements.

Survey Fee (per Section 29) Entry

Part LMC \$ 260.00

Special Damage or Repair Fee (if any)

(per Section 29.) Late Fee \$ 60.00

Travelling expenses (if chargeable)

Phone Calls \$ 20.00

Committee's Minute

Assigned classification contemplated

B.S. 10, 48 subject

E.2 WT B (PT) 500 lb.

Fees applied for

11/10/19 48

Received by me,

19 48

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

002956-002969-0258

Main turbine, throttle and control valves.
Aft. turbo driven feed pump with turbine.
Main circulating water pump (not motor).
Starboard condensate pump with motor.
Center forced draft fan with motor.
Two vertical oil fuel heaters and tested.
High pressure feed water heater and tested.
Aft distiller and tested.
Auxiliary condenser and tested.
Inboard lubricating cooler and tested.
Air ejectors.

Repairs Now Done

Main turbine throttle and control valves reconditioned, tripping gear linkage pin and bush renewed under supervision of G. E. representative.
Feed water pump (aft unit) bearings, thrust collars and packings renewed.
Spare impeller shaft for turbo feed pump units reconditioned.
Main circulating water pump new spare shaft and impeller installed.
Inboard condensate pump lower bearing renewed.
Forward pumproom sea suction valve overhauled.
Stern gland repacked.
Main discharge pipe repaired.

Electrical

Forced draft fan motor opened, cleaned and recoated, one ball bearing renewed.
Inboard and outboard generators 55 K.W. commutators ground true, undercut and brushes adjusted.
Main turbo-generator 2 temperature thermo-couples recalibrated by G. E. representative, one dial thermometer renewed. Unit checked and run for reported vibration and found satisfactory by makers representative.
Boiler room light circuits tested and placed in good condition.

Boilers

Main and superheater safety valves removed and reconditioned. Drain line to main valves renewed.
Superheater (port boiler) one tube renewed.
Air heater tubes (P. & S.) tested, renewed 33 tubes (S) and 37 (P) boiler.
Feed water regulators and 12 sootblowers reconditioned.
Auxiliary steam stop valve renewed on port boiler (body LR6014 HMcGP 10-6-48, cover LR5998 HMcGP 6-5-48).
Boiler fronts and brickwork repaired as found necessary.

Plans attached for First Entry Reports.

Tailshaft,
Line and thrust shafts,
Propeller,
Bilge ballast engineroom,
Bilge and ballast forward pumproom,
Electrical one line diagram.

J. Bloomfield

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"While the
executed, it is t
whatever to be
entry in the Reg
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(Rpt. 10.) 20m.8.

Special Damage or
(per Sec. 29)

Travelling Expenses

Second Surveyor's F

Committee

Character



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