

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

(Received at London Office)

Date of writing Report 13th. Feb. 1948 When handed in at Local Office 14th. Feb. 1948 Port of CARDIFF

No. in Survey held at CARDIFF Date. First Survey 10th. Jan. Last Survey 6th. Feb. 1948
(No. of Visits 10)

110 on the Machinery of the STEEL "TROCHISCUS" ex "FORT MATANZAS" Year. Month.

Gross 10668.39 Vessel built at Portland Or. By whom Kaiser Co., Inc. When 1944

Net 6318.51 Engines made at Lynn, Mass. By whom General Electric Co. When 1944

Nominal 2 Boilers, when made (Main) 1944 (Donkey) -

Owners Anglo Saxon Petroleum Co., Ltd. Owners' Address -

Port LONDON Voyage -

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. Year assigned for expiry. Machinery and Boiler Surveys (including date of N.B., if any)

Particulars of Examination and Repairs (if any) D.Dkg. TS. BS. & Gen. Examn.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

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 -

Has a damage report made by anyone else? If so, by whom? -

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

Donkey -

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 3.28/1/48 P. 10/1/48 Present condition of funnel(s) Good.

Has the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 500lb. main 464 lb.spt.

Has the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? -

Has the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Has 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? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? no.

Has the 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 12/1/48 State the wear down in the stern bush Rewooded.

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

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

Now done:- Vessel drydocked, propeller, screwshaft, stern bush, sea connections and their fastenings examined.

Lower half sternbush rewooded.

Note:- Tail shaft diameter 18 1/2"

Thickness of C.L. at bushes 1 1/2"

Thickness of C.L. between bushes 1"

Aft end of liner watertight in propeller boss.

Length of wooded sternbush 7' - 3"

B.S:- The two main water-tube boilers examined throughout, together with superheaters, found in good order and their safety valves adjusted under steam as above.

Report 5c forwarded herewith.

Oil fuel burning installation generally examined and tested under working conditions.

The fire extinguishing arrangement and apparatus (Co2 piped to machinery compartments)

P.T.O.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel, as now seen, is in good

(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 3,11, B&MS 3,11 or LMC 143 lb., FD, &c.)

Order and eligible in our opinion to have fresh records of TS(CL) 1,48 BS 2,48 and notation

Examined 2,48 (12 months) Classification contemplated.

Survey Fee (per Section 29) BS £ 11 0 0 Fees applied for 14.4.48 1948

Special Damage or Repair Fee (if any) (per Section 29) £ 3 0 0 Received by me, W.E. Davies

Travelling expenses (if chargeable) £ 19 Received by me, W.E. Davies

Committee's Minute 21. 2 APR 1948 Engineer Surveyor to Lloyd's Register of Shipping.

Assigned BS 2,48

5,48 CL

5,48 CL

5,48 CL

5,48 CL

5,48 CL

5,48 CL

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

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Foundation

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generally examined and ascertained to be in charged condition.

Notes:- The suction valves on oil fuel bunkers are not controlled from positions accessible in case of fire.
The oil fuel transfer pump and oil fuel pressure pumps are electrically driven.

GENERAL EXAMINATION:-

Machinery generally examined and tested under working conditions.
The electrical installation generally examined, insulation megger tested throughout, circuit breakers, manoeuvring controls and overspeed trips operated and the whole found in good order.

Various minor repairs carried out as per Licence List No. C1/1137.

John