

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

(Received at London Office)

24 NOV 1947

of writing Report 20.11 10.47. When handed in at Local Office 21.11 10.47. Port of Falmouth
 Date, First Survey 2-10-47 Last Survey 24-10-1947
 Survey held at Falmouth (No. of Visits 10)
 on the Machinery of the Wood, Iron or Steel S.S. 'TRIGONOSEMUS' EX 'TUOLUMNE MEADOWS' Year 1944 Month 10
 Gross 10448 Vessel built at Portland, Or. By whom Kaiser Co. Inc. When 1944
 Net 6301 Engines made at Lynn, Mass. By whom General Electric Co. When 1944
 Main Boilers Boilers, when made (Main) 1944 (Donkey) ☒
Anglo-Saxon Petroleum Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers (State name of Dock.) Port British Voyage
 Donkey Boilers Surveyed Afloat or in Dry Dock
 Pressure in Boilers
 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.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
Carrying Petroleum in bulk. Fitted for oil fuel.		

Report No. Port Docking, B.S.
 Particulars of Examination and Repairs (if any) General Exam.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and the cause of damage (the cause of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has declined 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?

Latest date of internal examination of each boiler P. 20-10-47 S. 10-10-47

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

Has the Surveyor examine the Safety Valves of Donkey Boiler? Yes

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

Has the Surveyor examine the drain plugs of the Main Boilers? Yes

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

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes

Has the shaft now been changed? Yes If so, state reasons Yes

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Date of examination of Screw Shaft Yes State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3 3/32"

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

Has 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

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

machinery all Rule requirements with the exception of the boiler survey require to be carried out.

Information was given about when the machinery survey would be completed.

Work done:- The vessel placed in dry dock, the propeller, aft end of stern bush & outside fastenings

sea connections examined & found in good condition

General Examination:- The main & auxiliary machinery examined at rest & under

working conditions & found satisfactory.

The electrical installation megger tested throughout & found satisfactory.

Wear & tear repairs:- Main generator slip rings found grooved, now ground & made efficient.

in generator cooler cleaned & tested. 2nd stage feed heater cleaned & tested. Main condenser

cleaned. Please see Continuation Sheet.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, so far

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.&M.S. 9.11, & L.M.C. 9.11, or

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.&M.S. 9.11, & L.M.C. 9.11, or

is now seen, is in good condition & eligible in my opinion to have the notation of

examined 10,47 (12 months) & record of B.S. 10.47

Fee (per Section 29) £ 22:- Fees applied for

Additional Damage or Repair Fee (if any) £ Received by me, 19

Selling expenses (if chargeable) £ 19

Committee's Minute 135 10.47

Signed 135 10.47

Geo. Stevenson
 Engineer Surveyor to Lloyd's Register of Shipping.

© 2020
 Lloyd's Register
 Foundation

S.S. 'THEODOXUS' EX 'TUOLUMNE MEADOWS'

Boiler Survey:- Both main boilers examined throughout together with superheaters, safety valves, mountings, manholes & doors, all found or placed in good condition & the safety valves adjusted.

The oil fuel installation examined under working conditions & found satisfactory.

Note:- These boilers have two independent feed lines & are fitted with efficient feed regulators.

Wear & tear repairs:- Both boilers, outboard & inboard mud drum nipples to side wall headers found leaking, now renewed. On completion of repairs boilers hydraulically tested to 465 lbs/sq" & found tight.

First entry report on boilers enclosed herewith.

Geo. Stevenson