

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

(Received at London Office - 6 NOV 1948)

Date of writing Report 20th Sept., 1948 When handed in at Local Office 20th Sept., 1948 Port of Galveston, Texas
 No. in Reg. Book 78058 Survey held at Galveston, Texas Date, First Survey 31st Aug. Last Survey 17th Sept., 1948
 on the Machinery of the ~~Wood, Iron or Steel~~ S/S "TROCHURUS" ex "COUNCIL CREST" (No. of Visits 6)

Tonnage { Gross 10668 Net 6318 Vessel built at Portland, Ore. By whom Kaiser Co., Inc. Year. Month. When 1945
 Engines made at Lynn, Mass. By whom General Electric Co. When 1945
 Boilers, when made (Main) 1945 (Donkey) -
 Owners Anglo-Saxon Pet. Co. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers Port London Voyage
 If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Todds D. D. & Piers

Last Report No. Port

Particulars of Examination and Repairs (if any)

(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?

Hydrostatically tested to Rule Requirements

State latest date of internal examination of each boiler 1st September, 1948

Present condition of funnel(s) Good Main 500
 Sup. 468

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

To what pressure were they afterwards adjusted under steam?

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 plugs 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? -

Is screw shaft now been drawn and examined? Yes

Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Is shaft now been changed? No If so, state reasons -

Is the shaft now fitted been previously used? Yes

Has it a continuous liner? Yes

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

State date of examination of Screw Shaft 3/9/48

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close fit

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

Is electric light and/or power fitted? Yes, both

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete for Docking, Part LMC and B.S., & T.S.

Now Done

Vessel placed in dry dock, propeller, inner and outer stern bushings, sea valves with their fastenings examined, found or now placed in good condition.

Screw Shaft with continuous liner and stern bushes rewooded and replaced in good condition.

Part LMC now done

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

Main turbo driven feed pumps

In Condenser examined and tested

(P.T.O.)

General Observations, Opinion, and Recommendation:-

(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 *L.M.C. 140 lb., F.D., &c.)

good condition and eligible, in our opinion, to remain Class contemplated with fresh record of

(with date) when the survey has been completed, and to have the notation of Boiler Survey 9,48, and Screw Shaft (CL) seen 9,48, subject to a spare propeller being placed on board at first opportunity.

B.S. & First Entry

Fees applied for 20/9/1948

Screw Shaft \$ 30.00

(per Section 29.)

Selling expenses (if chargeable) \$ 5.00

Phone Calls \$ 10.00

Committee's Minute

Signed

B.S. 9,48 P.T.S. 9,48

T.B.(FRT) 500 lbs.

subject

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

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

Screw shaft, intermediate shaft, thrust shaft and thrust block.
High pressure feed water heater with inlet and outlet valves examined and tested.
Auxiliary generator lube oil coolers examined and tested.
Combustion control air receiver examined.

Repairs for Machinery

Now Done

Main steam stop valves to No. 1 and No. 2 auxiliary turbine and main steam stop valves to auxiliary machinery in engine room opened up and reconditioned.

Other minor machinery repairs done at this time.

Boiler Survey

Both water tube 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 safety valves adjusted under steam pressure as stated above. Oil burning installation examined and tested under working condition. Tank valves and deck control examined. Oil discharge pipes all found in good condition, accessible, visible, well lighted and joints tight.

All steam pipes over 3" bore tested to Rule Requirements.

Boiler Repairs

Expanded 3 - 4" circulating tubes in starboard main boiler.

Expanded 2 - 4" circulating tubes in port main boiler.

Boiler furnace refractory repaired as found necessary in port and starboard boilers.

Total of 70 boiler air heater tubes renewed in the port and starboard boilers.

All boiler valves on the port and starboard boilers overhauled.

Cert. B1 issued, copy herewith.

Y. Bloomfield



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