

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

(Received at London Office 27 JUL 1948)

Date of writing Report 14 July 1948 When handed in at Local Office 14 July 1948 Port of CARDIFF

No. in Survey held at CARDIFF Date First Survey 6.5.48 Last Survey 26.6.1948  
 Reg. Book No. 57574 (No. of Visits 18)

on the Machinery of the WXXX/XXXX Steel "TENAGODUS"

Gross Tonnage 10644.36 Vessel built at MOBILE, ALA. By whom ALABAMA D.D. & S.B.CO.LTD. When 1944  
 Net Tonnage 6299.81 Engines made at LYNN, MASS. By whom GENERAL ELECTRIC CO. When 1944

Nominal Horse Power 500lbs Boilers, when made (Main) (Donkey)  
 No. of Main Boilers 2 Owners ANGLO-SAXON PETROLEUM CO.LTD. Owners' Address (Donkey)  
 No. of Donkey Boilers 1 Managers (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 500lbs Port LONDON Voyage (Donkey)  
 in Donkey Boilers 464lbs if Surveyed Afloat & in Dry Dock CHANNEL DRY DOCK & QUEENS DOCK Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

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

Classification, Dry Docking LOCAL  
 Particulars of Examination and Repairs (if any) PT, LMC, TS, Damage & Repairs

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.

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? not required

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? None fitted.

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 the latest date of internal examination of each boiler Port. blr. 10/6/48. Stbd. blr. 11/6/48 Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 500lbs. (Supt.)

Did the Surveyor examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? 464lbs. (Supt.)

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes and of the Donkey Boilers? yes

Did the Surveyor examine the drain plugs of the Main Boilers? yes and of the Donkey Boilers? yes

Did the Surveyor examine all the mountings of the Main Boilers? yes and of the Donkey Boilers? yes

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? no Has it a continuous liner? no

Is an approved oil retaining appliance fitted at the after end? no State date of examination of Screw Shaft 10.5.48 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.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the Classification survey the following items remain to be examined: Windlass, Steering gear (R/Hyd) Air compressors and air receiver to be examined and test. De-aerator and 2nd stage feed heater to examine and test, 2 bilge pumps (2), After bilge pump and Oil Fuel Transfer pump, Auxiliary condensate pump, Auxiliary regulating pump, Pumping arrangements and Main propulsion motor bearings, Bilge pump and Oil Fuel Transfer pump in Forward pump room to examine. Stated will be done at first opportunity. The Owners' Representative's attention has been drawn to the following admission of Rule Requirements, high and low suction valves of side oil fuel bunkers cannot be operated from positions accessible in case of fire.

A shipside blow down valve (referred to in Liverpool Rpt.No.126099) is similar to those fitted on other vessels of this type. It is submitted that this arrangement although not in accordance with the Requirements could be considered as equivalent thereto.

Work done for Classification Survey:- (See also Liverpool Report No.126099)  
Vessel placed in dry dock, propeller, tailshaft, stern bush and underwater fastenings examined. P.T.O.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel as now seen is in good condition and eligible in our opinion to remain as classed and to have records of LMC MS 6,48 when the Classification survey is complete, B.S. 6,48, TS(CL)(with date) subject to a new spare propeller being supplied at the first opportunity.

(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 \*LMC 9,11 or \*LMC 140 lb., FD, &c.) CS 3,34,

Survey Fee (per Section 29) £ 90 Fees applied for \_\_\_\_\_

Special Damage or Repair Fee (if any) (per Section 29.) £ 3: 5: 0 Received by me, \_\_\_\_\_

Printing expenses (if chargeable) £ \_\_\_\_\_

Signature: Thomas Donaldson & J. J. Jones Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_

Signature: As now subject \_\_\_\_\_

Date: 15.48

Stamp: 20 AUG 1948

Stamp: © 2020 Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to \_\_\_\_\_

Examined Main and Auxiliary turbines in their entirety, viz. Rotors, casings, blade gearing and bearings, also thrust shaft and casing, intermediate shafting and bearings. Main and auxiliary condensers examined and tested. Examined main feed pumps (2) auxiliary feed pump, main condensate pumps (2), forward bilge pump, evaporator pump, pumps (2), Lubricating oil pumps and coolers (tested) F.O. pressure pumps and heaters (tested) Butterwick heaters (tested), evaporators (2) and Nos. 1, 2 & 3 forced draught fan (E/D). Main and auxiliary generators main propulsion motor, and the entire electrical installation examined, megger tested throughout and found or now placed in good condition.

A new 4 stroke S.A. 6 cylinder Caterpillar type of Diesel generator (rated 75 KW) now been satisfactorily installed as an emergency set in a house built on the After boat deck port side.

The installation, wiring, and control panel are in accordance with Rule Requirements.

**B.S:-** The 2 main water-tube boilers examined internally and externally together with the safety valves, superheaters, mountings and manhole doors, safety valves adjusted under steam to 500lbs. (main drums) and 464 lbs (Supt.)

Oil fuel installation examined throughout, tested under working conditions and found satisfactory.

The electric motors driving the fuel oil transfer pump and the fuel oil pressure are controllable from starters adjacent to the pumps, situated in the lower engine and also by independent switches from the relatively remote position on the main switchboard in the upper engine room. It is submitted that this arrangement could be considered as equivalent to Rule Requirements.

The fire extinguishing arrangement and apparatus (CO<sub>2</sub> pipes to machinery compartment) generally examined and ascertained to be in a charged condition.

The main and auxiliary machinery tried under working conditions and manoeuvring of circuit breakers and overspeed trips tested with satisfactory results.

Report 4a on machinery commenced at Liverpool now completed.  
Report 5c, also forwarded.

**REPAIRS:-** Stern bush rewooded (lower half)

**Main Machinery** Main turbine rotor and generator shafts machined in way of bearings, all bearings remetalled.

Port & Starboard auxiliary turbine rotor shafts machined in way of carbon glands, carbon glands renewed.

**Main feed pumps:-** Local wastage in both impeller casings built up with Electric Welding.

**Main condensate Pumps:-** All gland sleeves renewed.

**Main Condenser:-** Cast iron lugs on division plate found wasted and efficient permanent repairs now carried out.

**Main Boilers:-** Gauge glass fittings renewed on both main boilers.

Several other minor repairs carried out under Licence List No. Cl/1174.

**DAMAGE:-** Stated to have been caused by the tugboat "THE ROSE" coming into contact with the propeller whilst vessel lay afloat at berth in the Queens Dock, on the 19th. June

**DAMAGE REPAIRS:-** The 4 bladed bronze propeller examined (while vessel afloat) and one blade and its following edge found slightly buckled. The tip of the following blade slightly set over and serrated. Both blades faired and dressed and considered satisfactory.

**S.R.LIST:-** The electrical fittings in the centre castle, tween deck, referred to in Liverpool Report No. 126099 have now been replaced with fittings of flame proof construction. Junction box has been removed and the whole controllable from cross alleyway in Midship accommodation.

The spare gear has been checked and found to be now in accordance with Rule Requirements. Owners' Representative states except that there is no spare propeller on board. Owners' Representative states new spare propeller will be supplied at the first opportunity.

The machinery of this vessel as now seen is in good condition and eligible in our opinion to be classed and to have records of LMC No. 48 when classification survey is completed. B.S. (1947) (with amendments) subject to a new spare propeller supplied at the first opportunity.

(See also Liverpool Report No. 126099)

The machinery of this vessel as now seen is in good condition and eligible in our opinion to be classed and to have records of LMC No. 48 when classification survey is completed. B.S. (1947) (with amendments) subject to a new spare propeller supplied at the first opportunity.

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