

/NK.

Rpt. 9 25 MAY 1959
Date of writing report 20.5.59.
Survey held at South Shields

Received London 26 MAY 1959
No. of visits 2

NEWCASTLE-ON-TYNE
Port
First date 13.5.59. Last date 15.5.59.

116176

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 81874 S.S. "TENAGODUS" Gross tons 10661 Date of build 1944
Owners Shell Petroleum Co. Ltd. Managers Port of Registry London
Engines made 1944 By General Electric Co., Lyn. Type Steam turbine conn. to electric motor & screwshaft
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 W.T. 500 lbs Spt. W.P. 464 lbs.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Dry dock
Nature of Survey Docking
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100 A1 carrying petroleum in bulk	LMC
Shl (dr) 8/56	C.S. 8/56
Dk. 8/58	M 9/58
	CL 8/58
	sps 9/58

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propeller † Good Wear Down of Stern Bushes 1/8" Oil Glands - Sea Connections -
Fastenings Good Has Screwshaft Tubeshaft been drawn? No Date of Examination - Has Shaft been changed? -
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS
The machinery of this vessel, as now seen, is in good condition, and eligible in my opinion to remain as now classed, without fresh record of survey, subject to propeller being dealt with as necessary before vessel returns to service, after lay-up.

Date of Committee
Decision As now subject

40m.4.57. T. (MADE AND PRINTED IN ENGLAND.)

Engineer Surveyor to Lloyd's Register of Shipping
T. McGINNESS.

003328-003332-0210

- 32 Essential Independent Pumps (Identify by position)
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
- 35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)
- 38 Independent Air Compressors, Coolers & Safety Devices
- 39 Air Receivers & Safety devices—Main 40 Auxiliary
- 41 Oil Fuel Tanks (Not forming part of hull structure)
- 42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
- 44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

PROPELLER: One blade cracked in way of previous repair. Approx. 9" long, 3'0" from tip on drag edge. A stopper hole had previously been drilled and this is found to remain efficient. Due to width of crack it is considered that this should be dealt with as recommended before vessel returns to service.

According to Superintendent Engineer, vessel is proceeding to lie-up for indefinite period.

LEAVE THIS SPACE BLANK

Damage fee ...

Expenses ...

Date when A/c rendered