

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

Date of writing Report 20th Apr., 1954. When handed in at Local Office 19. Port of SHIMONOSEKI
Survey held at Sasebo Date First Survey 26-1-54 Last Survey 17th Feb., 1954.
on the Machinery of the Wood, Iron or Steel S.S. "TRAVELSTAR" (No. of Visits 10)

Gross 7068 Vessel built at Vancouver BC By whom West Coast Shipbldrs, Ltd. Year. 1943, 10
Net 4278 Engines made at Montreal By whom Dominion Engineering Works, Ltd. When
Rule 628 Boilers, when made (Main) (Donkey)
Boilers 2WTB Owners Cia Polyna Maritima, S.A. Owners' Address.
" 9704 Managers. (if not already recorded in Appendix to Register Book.)
Key Boilers - Port Monrovia Voyage
Boilers 250lb If Surveyed Afloat or in Dry Dock Dry-Dock
Boilers - (State name of Dock.) Sasebo S.Y. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. Port
Years of Examination and Repairs (if any) DAMAGE & B.S.
Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he offered his for this purpose, and why they were declined. Yes Copy attached
Report made by anyone else? If so, by whom? No
Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

For what reasons? What parts of the Boilers could not be thus thoroughly examined?
Means, in the absence of internal examination, were adopted by the to assure himself of the thorough efficiency of those parts of each Boiler?

Date of internal examination of each boiler Port & Starb'd 3rd Feb., 1954 Present condition of funnel(s) Good
Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 250 lbs "

Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?
Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?
Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers?

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
Shaft been changed? No If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Oil retaining appliance fitted at the after end? State date of examination of screw shaft 3rd Feb., 1954 State the wear down in the re-wooded Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? See Below
When referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Is not complete, state what arrangements have been made for its completion and what remains to be done complete.
Be stated to have been sustained consequent upon Typhoon whilst vessel lay at San Fernando

on Phillipines between 17th and 25th November 1953. (For Further particulars see log book).
Note: Vessel placed in dry-dock, propeller and outside fastenings of stern bush and sea connections examined and found or now placed in good condition.

Sea Valves suet. and disch. opened out and examined.
Tail shaft drawn in examined.

Shaft tested for truth in lathe, also magnaflux tested.
On account of damage sustained by the propeller, the ships spare was fitted this time, the damaged propeller being kept as spare till the new propeller now ordered is placed on board.

Engine :
All cylinders, pistons, slide valves, and rods, crank, and thrust and intermediate shafting, pumps, and condensers (tested). Bilge valves, opened up and examined and found XXX RXXXX or now placed in good condition. Steering Engine & Windlass opened up and examined.

Observations, Opinion, and Recommendation :-
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 alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

Machinery of this vessel so far as now seen, is in good condition and eligible in our to remain as now classed with fresh record of B.S. 2,54 and T.S.(CL) 2,54.

Section 23) B.S. £ 28-0-0
or Repair Fee (if any) £ 75-0-0
(per Section 23. TSCL 8-0-0
uses (if chargeable) £ 10-10-0

Minute FRIDAY 28 JAN 1955
5 2.54 4 11.52

Received by me, Peter Manson, Engineer Surveyor to Lloyd's Register of Shipping.

Electric No.2 Aux. Generator and also switchboard examined and megger tested and good.

B.S. : Port & Starb'd main boilers opened up and examined internally and externally with superheaters and all doors and mountings.

It was reported that the Starb'd Boiler was short of water for a short period during period of the Typhoon. But no damage was found when boiler was specially examined. Oil fuel and fire extinguishing arrangements examined and tested under working conditions. fuel tank valves, deck control gear, and oil discharge pipes between pumps and fuel generally examined and found or now placed in good condition. Installation tested working conditions. NOTE: The examination and testing of boilers only credited damage Survey.

DAMAGE Repairs :

Main Engine

Nos. 1, 2, 4, & 5 Main bearings found cracked, and wiped, now remetalled and alignment of shafting checked.

L.P. eccentric straps top halves remetalled.

No. 4, 5, & 6 tunnel bearings skimmed and re-adjusted.

Auxiliaries:

Main Circ. Pump

Impeller side clearance strips on impeller casing adjusted, sealing faces of impeller

Bilge Ballast Pump

Bucket rings and all Piston rings renewed. Suction and delivery valves skimmed, spindles renewed.

Fire & Ballast Pump

Bucket rings and all piston rings renewed, Suction and delivery valves skimmed.

Fuel Oil Transfer Pump

Bucket rings and all piston rings renewed. Two slack valve spindles renewed.

Aux. Condenser Circ. Pumps

Condensate end cylinder liner skimmed and new rings fitted. Water end new rings fitted. Suction and delivery valves skimmed.

Steering Engine & Gear:

Worm wheel bushing renewed.

Rudder carrier bearing complete outer casting together with all fastenings renewed.

Buffer spring U bolts renewed, together with shackles.

Telemotor system checked.

Windlass:

Broken crankshaft bearing renewed crankshaft checked in lathe for truth.

Electrical:

All electric circuits and lighting fittings in tunnel renewed.

Boilers: Port & Starb'd boiler brickwork partly renewed.

WEAR & TEAR, Port boiler feed check valve seat renewed.

Stbd. " " " " spindle renewed.

Other minor Repairs effected.

Interim Certificate issued, copy attached hereto.



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