

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

(Received at London Office)

17 JAN 1956

BOMBAY

Date of writing Report 7-1-1956 When intended to be at Local Office 7.1-1956 Port of BOMBAY

No in Reg. Book. Survey held at BOMBAY Date First Survey 28/12/55 Last Survey 4-1-1956 (No. of Visits 4)

50594 on the Machinery of the ~~Wood-Turner Steel~~ T.M.V. "TRICOLOR"

Gross 6850 Vessel built at Amsterdam By whom Nederl. Scheps. Maats
 Net 4208 Engines made at Hengelo By whom Gebr. Stork & Co.
 As Per Rule 2330 Boilers, when made (Main) -- (Donkey) 1933
 of Main Boilers - Owners Wilh. Wilhelmsen Owners' Address
 (if not already reported in Appendix to Register Book.)
 of Donkey Boilers 1 Managers Port Tonsberg Voyage
 Pressure - If Surveyed Afloat or in Dry-Dock Anchorage
 Main Boilers Donkey Boilers 100 lb.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

HULL MACHINERY
 + 100A1 3-55 + LMC CS 2-51
 with freeboard d 6-55
 Carrying fuel oil TS CL p&s 3-55
 FP above 150°F in DT
 ss Osl.- 2-51

Particulars of Examination and Repairs (if any) WINDLASS DAMAGE

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly 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 stated in the body of the report, should be briefly summarised at the end of the report. State also the dates and nature 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. OFFERED AND DECLINED.

Has a damage report made by anyone else? If so, by whom? "DET NORRHE VERITAS SURVEYOR"

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

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?

What was the latest date of internal examination of each boiler?

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

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

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

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

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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

State date of examination of Screw Shaft State the wear down in the approved oil retaining appliance fitted at the after end?

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

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

When referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Windlass damage repairs, temporary.

Temporary repairs have been carried out at this time to the inboard and outboard fractured in frames of the windlass, Port side (cast iron).

The main windlass frames port side are stated to have broken on the 25th December 1955 while lugging the Port anchor in the hawse pipe, leaving Alexandra Dock, Bombay and bound for Colombo.

On examination the following was found.

Windlass frames port side, inboard and outboard fractured horizontally across their full length on the under side of the gypsy shaft housing.

Contractor gear, overload coil, drive motor, gearing and drive wheels in good order.

At the request of the Owners, efficient temporary repairs only were carried out at this time.

It is stated that new frames are being ordered in Europe and will be fitted there on the vessels return in approximately three months time.

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, etc.)

The machinery of this vessel is eligible in my opinion to remain as now classed in the Register Book without fresh record of survey subject to all conditions at present attached to the vessels class being dealt with as previously recommended, and subject to both windlass frames port being renewed by 3.56 (two months limit).

Committee's Minute

Assigned

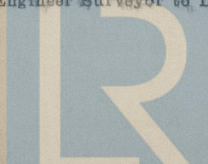
Write Officers

TUESDAY 31 JAN 1956

As now subject

D.B. F. Lettich

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

003838-003845-01632

"TRICOLOR"NOW DONE:

Repairs damage (temporary)

Windlass frames, inboard and outboard port side encased entirely by half inch compensating plates.

Plate compensators fastened each side by fitted bolts through frame webs.

Steel plates fastened to stiffeners by set pins and connected to web plates by E.W.

Underside of bearing housings secured by steel plates welded to web plates and fastened by set pins.

The above repair examined and tested under working conditions and found to be satisfactory.

It is recommended that the both windlass frames port side be renewed by 3.56, (two months limit.)

D.B. Fletcher