

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

(Received at London Office

26 SEP 1951

Date of writing Report 19... When handed in at Local Office 10 SEP 1951 19... Port of LIVERPOOL

No in Reg. Book. Survey held at LIVERPOOL. Date. First Survey 1/8/51 Last Survey 15/8/1951 (No. of Visits 5)

28851 on the Machinery of the ~~Wood, Iron or Steel~~ MV. TELEMACHUS

Tonnage { Gross 8265 Vessel built at Dundee By whom Caledon S.B. & E. Co. Ltd. When 1943
 Net 4848 Engines made at Greenock By whom J.G. Kincaid & Co. Ltd. When 1943
 Nominal { Boilers, when made (Main) - (Donkey) -
 Horse Power { Owners Ocean S.S. Co. Ltd. Owners' Address
 (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers - Managers A. Holt & Co. Ltd. Port Liverpool Voyage
 No. of Donkey Boilers - If Surveyed Afloat + in Dry Dock Glasgow Albat
 Steam Pressure - (State name of Dock.) + Brookbank PA
 in Main Boilers -
 in Donkey Boilers -

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

CHARACTER * for Special Survey, Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
BS (Class pending)		0-1 Eng.
Extended J.G. R.M.C.(ED.)		

Last Report No. Port

Particulars of Examination and Repairs (if any) JOCKING + CS

(Periodical Surveys, when held, must be reported in detail and seriatim 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. No damage reported

Was a damage report made by anyone else? If so, by whom?

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

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

If not, state for what reasons. 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 latest date of internal examination of each boiler. Present condition of funnel(s)

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? No. Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush 7/32"

Is electric light and/or power fitted? yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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. C.S. Case.

Docking: Vessel placed in dry dock, propeller, cocks, valves and outside fastenings of sea connections examined.
 C.S. : Examined Nos 3 + 5 main engine cylinder liners, covers, main & exhaust pistons, piston rods, cross heads, and their bearings, after star generator engine, and its entirety and all found or placed in a satisfactory condition.

General Observations, Opinion, and Recommendation. — The machinery of this vessel, when now seen (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., ED, &c.) is eligible in our opinion to remain as now noted in the Register Book and to have the record of MBS. cs with date on completion.

Survey Fee (per Section 29) C.S £ 800 Fees applied for 19 SEP 1951 Received by me, James H. Smyth for J.H. Milton & Self. Engineer Surveyor to Lloyd's Register of Shipping.
 Special Damage or Repair Fee (if any) (per Section 29) £ : :
 Travelling expenses (if chargeable) £ : :
 Committee's Minute LIVERPOOL 25 SEP 1951
 Assigned Transmit to London.



004364-004368-01501/2

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

M.V. TELEMACHUSDATA:

Vessel has four generators, all similar, two port & two starboard.

Makers -	W. H. ALLEN	Crankweb thickness -	87.5 mm
Type	S 37-8 4SCSA	" " width	306 mm
Bore	325 mm	Span {	actual 325 mm
Stroke	370 mm		with overhang 360 mm
R.P.M. -	375	Flywheel dia -	1600 mm
BHP	363	Weight	No information
M.I.P.	No information	Journals	229.5 mm
Max press	ditto	Crankpins	214.5 mm

Vessel has one main engine with eight cylinders.

Makers -	J. KINCAID & Co L ^{td}	B.H.P. -	8000
Engine N ^o -	K 145		
Type -	8 cylinders D.A 2 SC		
BORE -	620 mm		
STROKE	1400 mm		
BORE (EXHAUST) -	TOP - 350 mm		
	BOTTOM - 410 mm		
STROKE (EXHAUST) -	380 mm		

PISTON ROD DIA - 181 mm on body & MIN. DIA 169 mm
CROSSHEAD PINS DIA - 300 mm.

J. H. Long