Rpt. 9.

No. 17923

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

(Received at London Office 24 SEP 1951)

Date of writing Report 14th Sept 1951 When handed in at Local Office ..... 19 ..... Port of Amsterdam

No in Reg. Book. Survey held at Amsterdam Date. First Survey and Last Survey 28th August 1951 (No. of Visits 1)

~~78568~~ 28851 on the Machinery of the ~~Wood, Iron or~~ Steel m/v "TELEMACHUS"

Tonnage { Gross 8265 / Net 4848

Nominal Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure— in Main Boilers

in Donkey Boilers

Vessel built at Dundee By whom Caledon S. B. & E. Co. Ltd. When 1943 (Year. Month.)

Engines made at Grk. By whom J. G. & Kincaid & Co. Ltd. When 1943

Boilers, when made (Main) (Donkey)

Owners Ocean S. S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers A. Holt & Co. Port Liverpool Voyage Djakarta

If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)

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)
B.S. [Classfn. pending]		

Extended S.S.

R.M.C.(ED.)

Last Report No. ..... Port .....

Particulars of Examination and Repairs (if any) C.S.

(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 —

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? —

" " Donkey " " " —

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? —

Extended S.S.

State latest date of internal examination of each boiler — Present condition of funnel(s) good

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 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 — 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? —

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

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

M.E crankshaft with mainbearings examined and found in good condition

Starboard foreward aux. Dieselengine examined throughout viz: cylinders, covers with valves and valve gear, pistons, gudgeonpins with bushes, connectingrods with bottomends, crankshaft with mainbearings and found in good condition.

Electric driven foreward compressor throughout, viz: cylinders, covers with valves, pistons, gudgeonpins with bushes, connectingrods with bottomends, crankshaft with mainbearing

General Observations, Opinion, and Recommendation:— The machinery is in a good and efficient condition

(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

and eligable in my condition to remain as now classed, with examined parts noted for C.S.

Survey Fee (per Section 29) £ : 80.—

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : 2.50

Fees applied for 20-9 1951

Received by me, ... 19 .....

Jd Rinden

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 19 OCT 1951

Committee's Minute

Assigned

See minute on hw 133785

004364-004368-0152

Insert Character of Ship and Machinery precisely as in the Register Book.

If so, is the report sent now, or when will it be sent?

Is a Certificate required? If so, to be sent to

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