

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

(Received at London Office 26 NOV 1948 NEWCASTLE-ON-TYNE)

Date of writing Report.....19..... When handed in at Local Office 6 NOV 1948 Port of South Shields

No. in Survey held at South Shields Date. First Survey 13/9/48 Last Survey 22/10/1948

17969 on the Machinery of the Wood, Iron or Steel S.S. 'TRESUS' (No. of Visits 24)

Tonnage { Gross 10669 Vessel built at Portland, Oregon By whom Kaiser Co., Inc. Year. Month. When 1944

Net 6317 Engines made at Lynn, Mass. By whom G. E. C. When 1944

Nominal Horse Power } 1485 Boilers, when made (Main) 1944 (Donkey)

of Main Boilers 2 WT (SPT) Owners Anglo-Saxon Petroleum Co. Ltd Owners' Address London

of Donkey Boilers 500 Managers London Voyage London

Steam Pressure of Main Boilers 500 If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Middle Docks & Eng. Co. Ltd.

Classification LMC 8 TS

Particulars of Examination and Repairs (if any) 100A1 5.48 Machinery and Boiler Surveys (including date of N.B., if any) BS 11.47

Contemplated CL 10.47

Exam. 11.47 Carrying petroleum in bulk. Fitted for DF W.T.B.

What parts of the Boilers could not be thus thoroughly examined? None

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? Yes

Latest date of internal examination of each boiler PORT 17.10.48 STARBD 22.10.48 Present condition of funnel Efficient

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 500 lbs (SPT)

Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 470 lbs

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

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

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

Screw 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 now been changed? No If so, state reasons None Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft 27.19.48 State the wear down in the stern bush 3/32 Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

None done:- Propeller, screw shaft, stern bush, main and auxiliary sea injections, and evaporator

Blow down valve, and outside fastenings opened up, examined and found or placed in efficient condition.

Main turbine, 525 K.W turbines and gearing, thrust and intermediate shafts, condensers, (water tested), all auxiliary pumps, pumping arrangements, electric hydraulic steering gear, and windlass engine opened up, examined and found or placed in efficient condition.

Boilers with their mountings and safety valves examined and found or placed in safe working condition. Starboard boiler hydraulically tested on completion of repairs, examined under steam, and safety valves adjusted to the above stated pressures. Oil fuel, and steam smothering installations tested under working conditions, and a general examination made of the fuel tank valves, deck control gear and oil discharge pipes between the tanks and burners. The CO2 fire installation examined and tested by representative of 'The Walter Hinde Co. Ltd'. (Certificate attached.)

Continued

General Observations, Opinion, and Recommendation: The machinery of this vessel is eligible

in our opinion to have records LMC 10.48, and TSCL 9.48.

Fitted for oil fuel (1944). F.P. above 150°F.

Fees applied for Not yet

Received by me, Chas. W. White, R. Store Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 17 DEC 1948

Signed LMC 10.48 subject

S(CN) 9.48

Lloyd's Register Foundation

005367-005376-00504

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

S.S. 'TRESUS'

W & T repairs :-

After end of screw shaft lines turned back approx. $\frac{1}{4}$ " for further examination of suspected fracture of shaft, and found satisfactory.

New bronze propeller fitted this time. Working propeller now placed on board as spare.

Identification marks of new propeller Lloyds 2268 G.A.B. 19/5/48 'Scimitar'
19.5' dia. 17.95' - 13.86' pitch 146.4 sq. ft. Surface

Main injection valve chest wasted around valve seat housing. Wasted parts now covered with cement, reinforced by steel stud pegs and wire gauze, and two coats of 'Apeiron' applied to water side of valve chest.

Main circulating pump impeller, shaft and sealing rings renewed.

The outboard generator, which was reported to be exceptionally noisy in service, has been checked for alignment and vibrograph records were taken. As an experiment, the gearing was changed over in each generator and vibrograph records were taken. The findings of these tests proved that the balance of the turbine rotors, gearing and generators were satisfactory, but indicated no reason for the excessive noise. The gears were afterwards refitted in their original positions. The gear show no sign of uneven or excessive wear, and there is no serious depreciation of the tooth bearing surface. It is generally believed that the outboard generator gearing has always been very noisy. The owners supt. stated that a new set of gearing has been ordered for the outboard generator, and will be fitted first available opportunity.

Gearing meanwhile efficient.

Port boiler :- Approx. 50% air pre-heater tubes - holed - renewed.

Low water alarm and oil fuel shut off valve installation fitted this time in accordance with the Rules.

Identification marks on low water alarm unit :- J.B.G. Weirs No 227036 LLOYDS A.R.S.
51048 T20. Tested. 1340 lbs.

Steam (steel) pipes stamped LLOYDS TEST 1500 lbs. 1st HW.

Minor repairs effected to boiler mountings.

Starboard boiler :- A bottom row of water tubes - distorted and several blistered - renewed.

Approx. 25% air pre-heater tubes - holed - renewed.

Low water alarm and oil fuel shut off valve installation fitted this time in accordance with the Rules.

Identification marks on low water alarm unit :- J.B.G. Weirs No. 227036 LLOYDS A.R.S.
51048 Tested 1340 lbs.

Steam (steel) pipes stamped LLOYDS TEST 1500 lbs. 1st HW.

Minor repairs effected to boiler mountings.

On completion of repairs examined main and auxiliary machinery under working conditions and found efficient.

Thos. Whit

SURVEYOR TO LLOYD'S REGISTER
NEWCASTLE-ON-TYNE



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If Stockless, state Mechanical Test. THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

- T.E.S. "TRESUS" -

SURVEY OF ELECTRICAL INSTALLATION.

ALL ENGINE-ROOM MOTORS OPENED UP FOR EXAMINATION, GREASE REMOVED FROM WINDINGS, AND WINDINGS REVARNISHED. MAIN PROPULSION MOTOR OPENED UP FOR EXAMINATION AND FOUND SATISFACTORY. ROTOR OF MAIN PROPULSION ALTERNATOR DRAWN OUT OF STATOR, ROTOR AND STATOR EXAMINED AND FOUND SATISFACTORY. THE PUMP ROOM MOTORS PUSH BUTTON CONTROL STATION REMOVED FROM ITS POSITION IMMEDIATELY ABOVE AND WITHIN FOUR FEET OF THE PUMP ROOM SKYLIGHT AND REPOSITIONED IN CROSS ALLEYWAY BESIDE CHIEF ENGINEERS ACCOMMODATION. ON COMPLETION ALL CIRCUITS MEGGER TESTED AND FOUND SATISFACTORY.

R. Stone

SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE



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