No. 116627

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

(Received at London Office 7 JUN 1948)

of writing Report 2 JUN 1948 19 ..... When handed in at Local Office 2 JUN 1948 19 ..... Port of LONDON

in book. Survey held at Tilbury Date. First Survey and Last Survey 14-5-1948 (No. of Visits ...)

10 on the Machinery of the ~~Wood, Iron or~~ Steel "TRESUS"

Gross 10669 Net 6317 Vessel built at Portland Or. By whom Kaiser Co. Inc. When Year 1944 Month

Engines made at Lynn, Mass By whom General Elec. When 1944

Main Boilers 2WTB (Oil) Boilers, when made (Main) — (Donkey) —

Donkey Boilers Owners Anglo-Saxon Petroleum Ltd Owners' Address —

Pressure — Managers (if not already recorded in Appendix to Register Book.)

Main Boilers 500 Port London Voyage —

Donkey Boilers If Surveyed Afloat or in Dry Dock Dry Dock Tilbury (State name of Dock.)

Report No. Port

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)
100 A1, (Classification Contemplated) 11.47.		BS. 11.47 TS (CL) 10.47
Examined	11.47	
Carrying petroleum in bulk.		
		W.T.B.

Particulars of Examination and Repairs (if any) DOCKING.

All Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, 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 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 ✓

Damage report made by anyone else? If so, by whom? ✓

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

" Donkey " " " ✓

If not, state for what reasons ✓ What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Last date of internal examination of each boiler ✓ Present condition of funnel(s) Good.

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

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

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

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

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

Screw shaft now been drawn and examined? No Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

If not now been changed? ✓ If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft ✓ State the wear down in the bush Good fit Is electric light and/or power fitted? ✓ 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? ✓

Engine parts, when referred to by numbers, should be counted from forward.

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

Work Done:- Vessel placed in dry dock; propeller, aft end of stern tube and all outside sea fastenings examined. Main injection valve opened up and examined; some wasting in the seat was cleaned, specially examined, considered efficient and ground with aperior.

No opportunity at this time to advance classification survey.

Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is in good condition and eligible in my opinion to retain the record 100 A1 classification contemplated.

Fee (per Section 29) £ : ; Fees applied for 19

Mileage or Repair Fee (if any) (per Section 29.) £ : ; Received by me, 19

Expenses (if chargeable) £ : ;

Committee's Minute WED 23 JUN 1948

As now

H. C. Mathieson.

Engineer Surveyor to Lloyd's Register of Shipping.

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

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

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