

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

(Received at London Office 12 MAR 1947)

Date of writing Report... 28 FEB 1947... When handed in at Local Office... 19... Port of LIVERPOOL

To in Survey held at BIRKENHEAD Date First Survey 14/2/47 Last Survey 21/2/1947 (No. of Visits 4)

742 on the Machinery of the Wood, Iron or Steel S.S. FORT TROUSSARD Year Month

Gross 7129 Vessel built at LONDON, P.Q. By whom OWNS S.B. & REPAIRING CO. LTD. When 1942-4
Net 4259 Engines made at MONTREAL By whom COMPTON ENG. WORKS LTD. When 1942-4
Nominal 508 Boilers, when made (Main) 1942-4 (Donkey) -
Use Power 2(502) Owners MOTT. BARRINGTON CHARTER FROM W.S.A. Owners' Address -
of Donkey Boilers - Managers ELLERMAN & BUCKNAM S.S. CO. LTD Port LIVERPOOL Voyage -
Main Boilers 220 LB
Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat W. FLOAT

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

Particulars of Examination and Repairs (if any) COMPLETION OF BS, & ADVANCEMENT OF +LMC

Medical 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.

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

Was a damage report made by anyone else? If so, by whom? NO

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

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

What parts of the Boilers could not be thus thoroughly examined? P&C GEAR EXAMD. SHOWN

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? STARRS

What is the latest date of internal examination of each boiler? STARRS 18 FEB 1947 Present condition of funnel(s) EFFICIENT

Did the Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? PC, 15, 220 LB

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

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

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

Did the Surveyor examine all the mountings of the Main Boilers? YES 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 the shaft now been changed? NO 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? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

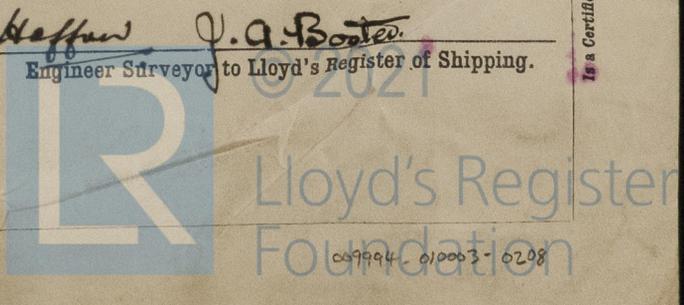
Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YES

When the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the +LMC, the following require to be examined: M.P. and M.P. cylinders and piston, stand. feed pump, circulating pump impeller and casing, ballast pump, and pumping arrangements. It was stated by the Owner's Representative that these items would be dealt with at the first opportunity.

ADVANCEMENT OF +LMC: Examined: L.P. valve and casing, crankshaft throughout with bearings, intermediate shafting, main engine attached pumps, port feed pump, steering engine, and windlass
COMPLETION OF BS, Stand. boiler examined internally and externally together with superheaters, safety valves, mountings, manholes, doors and their fastenings.
All boilers afterwards examined under steam, and safety valves adjusted to pressure stated.

General Observations, Opinion, and Recommendation: The Machinery of this vessel, so far as now examined, is eligible in my opinion to remain as now classed, with fresh record of BS 2,47 as previously recommended (Swansea Rpt. 23959), also record of +LMC 15 2,46 when the survey has been completed.

Survey Fee (per Section 29) +LMC 15 £ 8 : 0 : 0 Fees applied for - 5 MAR 1947
Special Damage or Repair Fee (if any) £ : : Received by me, J. A. Boster
Special Equipment Survey £ 3 : 0 : 0
Selling expenses (if chargeable) £ : :
Committee's Minute LIVERPOOL 1 MAR 1947
Signed Ashow B.S. 2.47



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

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

REPAIRS (WEAR & TEAR).

Main engine attached bilge pump ram skinned up, and gland neck bush fitted.

Starboard boiler: aux. check valve seat renewed and two new valve spindles fitted, both bottom manhole flangings built up with electric welding.

Sundry minor repairs effected.

License items checked, and work verified on board.

J.A.B.

Electrical Equipment examined stated under working condition. Grounding, metal bands, fittings, from its examination. Insulation test carried out. All found in place in efficient condition.

Repair: Grounding & whole installation generally overhauled. Low insulation faults located & removed. Minor repairs effected.

A.H.

STATION	YES	NO	REMARKS
1	YES		
2	YES		
3	YES		
4	YES		
5	YES		
6	YES		
7	YES		
8	YES		
9	YES		
10	YES		
11	YES		
12	YES		
13	YES		
14	YES		
15	YES		
16	YES		
17	YES		
18	YES		
19	YES		
20	YES		
21	YES		
22	YES		
23	YES		
24	YES		
25	YES		
26	YES		
27	YES		
28	YES		
29	YES		
30	YES		
31	YES		
32	YES		
33	YES		
34	YES		
35	YES		
36	YES		
37	YES		
38	YES		
39	YES		
40	YES		
41	YES		
42	YES		
43	YES		
44	YES		
45	YES		
46	YES		
47	YES		
48	YES		
49	YES		
50	YES		

The Machinery of this vessel was examined by the undersigned on the 1st day of August 1927. The examination was carried out in accordance with the provisions of the Merchant Shipping Act, 1924, and the regulations thereunder. The vessel was found to be in compliance with the requirements of the Act and regulations.

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The Machinery of this vessel was examined by the undersigned on the 1st day of August 1927. The examination was carried out in accordance with the provisions of the Merchant Shipping Act, 1924, and the regulations thereunder. The vessel was found to be in compliance with the requirements of the Act and regulations.