

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

(Received at London Office)

Date of writing Report 28th. April 52. When handed in at Local Office 2 May 1952 Port of CARDIFF.
 No in Reg. Book. Survey held at CARDIFF. Date. 17th. Mch. First Survey 17th. Apl. 19 52. Last Survey 11.
 (No. of Visits 11.)
40237 on the Machinery of the Steel 5 Sc. "TAVISTOCK".

Tonnage Gross 7126 Vessel built at Vancouver B.C. By whom West Coast Shipbuilders. Year. 1943 Month. 4.
 Net 4248 Engines made at Montreal By whom Dominion Engineering Works When 1943.
M.N.505. Boilers, when made (Main) 1943 (Donkey) -- Ld.
 Owners Island Shipping Co. Ltd. Owners' Address Nassau (Bahamas)
 (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 3(Spt) Managers Ivanovic & Co. Ltd. Port London Voyage --
 No. of Donkey Boilers -- & Barry Graving Dock
 Steam Pressure in Main Boilers 220lb & Barry Docks.
 in Donkey Boilers --

Last Report No. -- Port --
 Particulars of Examination and Repairs (if any) Docking & LMC(MS)
 (Periodical Surveys, when held, must be reported in detail and serially 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? No

Donkey B.S. not due. What parts of the Boilers could not be thus thoroughly examined? --

If not, state for what reasons. --

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) Efficient

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? Yes

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

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

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

Now done:-

Vessel placed in dry dock, propeller, sea connections and outside fastenings examined and found in order.

LMC (MS):-

The cylinders, pistons, slide valves, main bearings (top, halves), top and bottom end bearings, crank shaft, thrust shaft, intermediate shafting, condenser (tested), pumps, generators, valves, cocks, pipes and strainers of pumping arrangements, steering engine, windlass examined and found or placed in good order.

Electrical installation examined, megger tested, found or placed in good order.

A selected number of main and auxiliary steam pipes removed, examined internally and under hydraulic test as per Rules, found in order and refitted.

Cont.....

General Observations, Opinion, and Recommendation:—

(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

The Machinery of this vessel as now seen is in order and safe working condition and eligible in my opinion to remain as classed with fresh record of LMC-MS 4,52.

Survey Fee (per Section 23) LMC (MS) £ 37 . Fees applied for 2 May 1952
 Special Damage or Repair Fee (if any) £ 6 17 : Received by me, 19
 (per Section 23.) E.L.
 Travelling expenses (if chargeable) £ 6 17 :

Committee's Minute THU 29 MAY 1952
 Assigned See Fol. 11732

Engineer Surveyor to Lloyd's Register of Shipping.

"TAVISTOCK".Repairs for Wear and Tear:-Main Engines.

M.P. bottom end bearing replaced with spare.

M.P. slide valve machined on sides and new strips fitted, cage machined to suit.

L.P. slide valve machined on sides and new strips fitted, cage machined to suit also dome bush renewed.

Minor repairs and adjustments carried out to remaining machinery.

Auxiliaries:-

Fan engine-piston valve, spindle and piston rod renewed.

Steering engine - piston valves renewed. Windlass - Driving shaft bearings renewed.

Minor repairs and adjustments carried out to remaining auxiliaries.

All holds and machinery space bilges tested and found in order.

Main engines manoeuvred at quay side and all auxiliaries observed running under working conditions and found in order.

J. Grieve