

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

(Received at London Office)

28 MAR 1949

Date of writing Report March 16th 1949 When handed in at Local Office St. Nazaire Port of Nantes

No. in Survey held at 5273 on the Machinery of the Wood, Iron or Steel TANKER "ZANGUEZOU" Date. First Survey 24.10.48 Last Survey 15.3.49 (No. of Visits 19)

Gross Tonnage 10448 Vessel built at Westland DE. By whom Kaiser Co. Inc. When 1944 -
 Net Tonnage 6301 Engines made at Yam. Mass. By whom General Electric Co When 1944
 Nominal Horse Power 1485 Boilers, when made (Main) 1944 (Donkey)
 of Main Boilers 2 Owners Seach Smeumont Owners' Address Havre
 of Donkey Boilers 1 Managers Soc. Petroles d'Outeeur Port Havre Voyage Havre
 Steam Pressure 500 If Surveyed Afloat or in Dry Dock (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 expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1.		TSC L 548
Classification <u>not contemplated</u>		
<u>6.48</u>		
<u>Carrying petroleum in bulk.</u>		

Particulars of Examination and Repairs (if any) L.M.C. - JKG.

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.

Has a damage report made by anyone else? If so, by whom?

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

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

What parts of the Boilers could not be thus thoroughly examined?

At 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?

What is the latest date of internal examination of each boiler?

Did the Surveyor examine the Safety Valves of the Main Boilers?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner?

Has the 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 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? Engines parts, when referred to by numbers, should be counted from forward.

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

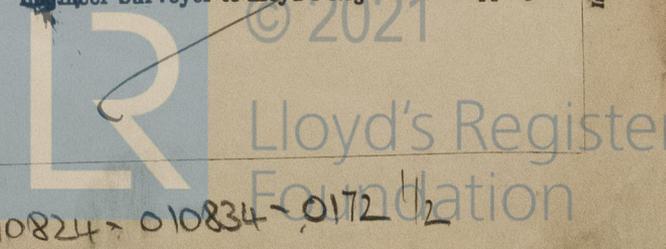
Remarks: - Vessel placed in drydock, propeller, fastenings, sea connections & entire bottom of hull inspected & found in good order -
 Main propulsion motor opened up for examination, inspection plates removed, stator & rotor windings cleaned - slip rings dressed - brushes re-set - air cooler cleaned & tested -
 Main turbine opened up & found in order -
 Main Generator rotor & stator windings cleaned & examined - all windings megger tested - slip rings dressed -
 Turbo block & shaft examined - Intermediate shafting examined -
 Turbo Generators with gearing opened up & examined - re-adjusted -
 Star Generator opened up & examined - Emergency generator examined -
 Auxiliary switchgear examined & all circuits examined & megger tested -
 Condensers examined & tested -

General Observations, Opinion, and Recommendation: - The machinery of this vessel is in good 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 2,11, BS 3,11, LMC 2,11 or LMC 140 lb., FD, &c.)
eligible, in our opinion, to be classed with Record of L.M. 3.49.

Survey Fee (per Section 23) 100.000 Fees applied for 19
 Special Damage or Repair Fee (if any) charged in Report No. 8. Received by me, 19

Committee's Minute FRI. 6th MAY 1949
 Signed L.M.C. 3.49

W. J. Smalley
 Engineer Surveyor to Lloyd's Register of Shipping.



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

If so, to be sent to

TANKER "ZANGUEZOUR"

All pumps opened out & overhauled - Pumping arrangements examined - Both W.T. Boilers were examined over all parts with superheaters, doors & mountings - Afterscraps seen under steam & safety valves adjusted - All air pre-heater tubes re-washed in account of pitting at ends - The fuel oil burning system with installation of pumps, piping, valves & deck control were examined under working conditions & found in order - On completion of repairs & overhaul a 24 hour sea trial was attended & the performance of the machinery & electrical equipment found satisfactory in all respects

J.S. [Signature]



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