

by Chief Engineer Surveyor

Received from Chief Engineer Surveyor [11 JUN 1953]

S NAME "TRANSFORD II" REPORT Tnd. No. 700.

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/52.)

Survey REPAIRS-TO-ENGINES-AND-BOILERS-DUE-TO-DAMAGE-THROUGH

In March, last, a fresh screwshaft survey notation was withheld due to the liners of each shaft having been reported to be scored in way of the stern glands.

^{Two} ~~Both~~ screwshafts have now been ^{ex'd} ~~down~~, the worn sections of the liners removed and new sections shrunk on and bronze-welded to the remaining sections.

IT IS SUBMITTED that this vessel is eligible to remain as classed, with fresh record of Both S. 1.53.

A reply is awaited from the Owners regarding the Special Survey of the machinery, due 1.53, in the light of previous correspondence particularly regarding alterations in accordance with Circular 1994.

Uth
L.F.
10.6.53.

It is submitted the Trinidad Surveyor be requested to state whether, on the occasion of the drydocking at Martinique, the shafts were changed & satisfactory spare shafts fitted. It is concluded that the two shafts now repaired are those which required the liners to be renewed ^{renewed} ~~renewed~~ that in point of fact the Martinique Surveyor ^{renewed} ~~renewed~~ referred to spare shafts

See later endorsement



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