

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

(Received at London Office 18 MAY 1953)

Date of writing Report 30. 4. 53. When handed in at Local Office 10 Port of TRINIDAD, B.W.I.

No. in Reg. Book 79922 Survey held at PORT OF SPAIN, TRINIDAD Date First Survey 1. 4. 53. Last Survey 29. 4. 1953. (No. of Visits 1)

on the Machinery of the ~~Wood~~ Steel T.S.S.S. "TRANSFORD II"

Tonnage { Gross 1736 Vessel built at ELIZABETH PORT N.J. By whom BETHLEHEM S.B. COREN. Year. Month. When 1920 12
 Net 1106 Engines made at BUFFALO, N.Y. By whom H.G. TROUT CO. When

MN 400 Boilers, when made (Main) (Donkey)
 No. of Main Boilers 2 J. Owners TRINIDAD SHIPPING CO., LTD. Owners' Address PORT OF SPAIN, TRINIDAD.
 (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers Managers Port PORT-OF-SPAIN Voyage
 Steam Pressure in Main Boilers 200 ~~Is Surveyed at Port or in Dry Dock~~ Shafts surveyed at ship repairers works.
 in Donkey Boilers (State name of Dock.)

ast Report No. 1545. Port Aruba.

Particulars of Examination and Repairs (if any)

Periodical surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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.

Where 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?

Donkey " " " " " " " " " " " "

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

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)

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? NOT SUBMITTED 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?

Have the screw shafts now been drawn and examined? Yes Have they been a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end?

Have the shafts now been changed? Yes If so, state reasons spares fitted Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

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? 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?

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

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

Survey confined to two shafts removed at last drydocking in Martinique. Shafts worn in way of liners particularly at after ends. In each case, removed $40\frac{1}{2}$ " from after end of liners, and shrunk on new length of similar material, and Si bronze welded at butt of old and new sections. Finished diameter of new section $9\frac{1}{8}$ " Finished diameter of inboard end after skimming was 9" full.

Report 10 issued. ----- copy attached.

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

Vessel remains as classed in Register Book.

Survey Fee (per Section 23) \$20.00.

Special Damage or Repair Fee (if any) (per Section 23.)

Travelling expenses (if chargeable)

Fees applied for,

19

Received by me,

19

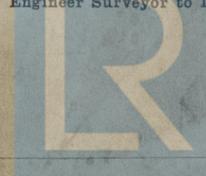
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 29 MAY 1953 TUES. 16 JUN 1953

Assigned Winte Ind.

Deferred - await and not



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

SEE SPL. NOTE S.R.L. (MACHY.)

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