

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

(Received at London Office)

JUN 1949

Date of writing Report. 30.5.1949. When handed in at Local Office. 30.5.1949. Port of PIRAEUS.

No. in Survey held at Drapetsona & Perama. Date. First Survey 20.5.49 Last Survey 23.5.1949. (No. of Visits. 4.)

Reg. Book. 76728 on the Machinery of the ~~Woodfiner~~ Steel S.S. "TAHCHEE"

Tonnage { Gross 6508 Vessel built at Middlesbro' By whom Sir R. Dixon & Co. Ltd. When 1914-9  
Net 4055 Engines made at Newcastle By whom N.E. Mar. Eng. Co. Ltd. When 1914  
Nominal 526 Boilers, when made (Main) 1914 (Donkey) ..  
Horse Power }  
No. of Main Boilers 3 Owners Socony-Vacuum Transportation Co. Ltd. Owners' Address ..  
o. of Donkey Boilers .. Managers .. (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers 220 lb. Port London Voyage ..  
in Donkey Boilers .. If Surveyed Afloat or in Dry Dock Afloat  
(State name of Dock.)

Last Report No. 48961 Port Ryk

## Particulars of Examination and Repairs (if any) Starboard Boiler Repairs

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 thorough examination at this time?

" " Donkey " " "

If not, state for what reasons

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?

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?

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 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.

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

It was stated that a leak had developed in the starboard boiler starboard furnace whilst the vessel was on the voyage to Piraeus in loaded condition.

## NOW DONE:

The starboard boiler was now examined internally and externally and scaling of furnaces recommended. On further examination found corrosion (local) on port and starboard furnaces on water side in way line of firebars and found corroded through in one place on starboard furnace (starboard side, last corrugation.

Various stay tubes were also found to be corroded and two stay tubes had developed leaks at sea and had to be stoppered.

## NOW DONE:

The furnace corrugations of the port and starboard furnaces affected by corrosion in way line of firebars were now built up with electric welding.

Please see over.

General Observations, Opinion, and Recommendation: The machinery of this vessel, so far as now seen, is

(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 or LMC 9.11 or LMC 140 lb., FD, &c.)

in efficient condition and eligible, in my opinion, to be continued as classed in the Register Book, subject to renewal of defective stay tubes by November 1949.

Survey Fee (per Section 29) £15 : 0 : 0

Sunday &amp; Holiday fees. 14 14 0

Special Damage or Repair Fee (if any) £ : 2 : 0

(per Section 29.)

Stamps.

Travelling expenses (if chargeable) £ 3 : 6 : 0

Fees applied for

30.5.1949.

Received by me,

19

Committee's Minute

Assigned

TUES. 26 JUL 1949

As now, subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



9. 5480.

A further three stay tubes were noted to be leaking and stoppers were now fitted (no spare stay tubes on board).

The Boiler was now hydraulically tested to 250 lbs. per sq. inch and found tight.

RETAIN

RETAIN



© 2020

Lloyd's Register  
Foundation