

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

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Date of writing Report.....19..... When handed in at Local Office.....19..... Port of LIVERPOOL

No. in Survey held at Birkenhead Date. First Survey 14/7/49 Last Survey 16/9/49  
Reg. Book. 29036 on the Machinery of the Wood, Iron or Steel Ship "Trochiscus" (No. of Visits.....20.....)

Tonnage { Gross 10668 Vessel built at Portland, Or. By whom Keiser Co. Inc. When 1944  
 Net 6319 Engines made at Lynn, Mass. By whom General Elec. Co. When 1944  
 Nominal Horse Power 2WT (Spt. 464) Boilers, when made (Main) 1944 (Donkey) -  
 No. of Main Boilers 2 Owners Anglo Saxon Pet. Co. Ld. Owners' Address -  
 No. of Donkey Boilers - Managers - Port London. Voyage -  
 Steam Pressure in Main Boilers 500 N Surveyed Afloat & in Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers - (State name of Dock.) W. Hoat, Birkenhead

Particulars of Examination and Repairs (if any) Rocking, B.S. LMC repairs

Periodical Surveys, when held, must be reported in detail and seriatim 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? Yes

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

Donkey " " " " No

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined? None

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? None

State latest date of internal examination of each boiler P+S 2/8/49 Present condition of funnel Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 500 & 465

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? None

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? No Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has the shaft now been changed? No If so, state reasons. 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? Yes State date of examination of Screw Shaft. State the wear down in the stern bush 5/32" 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

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

Now done Vessel placed in dry dock, propeller, aft-end of stern bush, sea valves & their guides & fastenings examined, found or now placed in good condition.

Boiler Survey now done. The Port & Starboard watertube boilers examined internally & externally together with doors, mountings, superheaters & safety valves and found or placed in good condition. Main & superheat safety valves adjusted under steam to the stipulated pressures. The fighting equipment & oil burning installation examined and found satisfactory.

Completion L.M.C. now done. All the outstanding main and auxiliary machinery items were examined at this time and were found or placed in good condition, they comprised of the following:

General Observations, Opinion, and Recommendation: The machinery of this vessel

so far as now seen is in efficient condition & is eligible in my opinion to remain as now classed with fresh record of account of the control of the suction valve to oil bunkers & the spare propeller

B.S. L.M.C. 9/149, without special reason on account of the control of the suction valve to oil bunkers & the spare propeller

Survey Fee (per Section 25) £46 Fees applied for 4.11.1949

Special Damage or Repair Fee (if any) £15:15 Received by me, James P. Murray

Travelling expenses (if chargeable) £3:12 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL

Assigned LMC 9.49

Without special conditions

002956-002969-0249

Insert Character of Ship and Machinery precisely as in the Register Book. If so, to be sent to



Main turbine, rotor, casings, gearing  
 Turbo-Generators, rotors, casings, gearing  
 Main thrust shaft, Tunnel shafting & bearings  
 & Propulsion motor. Main Condenser (tested)  
 Condensate pumps (2) Air feed pumps, Main & Aux  
 Circulating pumps, Oil lubricating pumps, Diesel oil  
 transfer pumps, Fine & Sauter pumps, Evap. pump  
 large & small air compressors & air receiver.  
 Oil fuel burning units, Pumping arrangements  
 Steering gear including Mullens Ferry type pumps  
 Auxiliary "Vee" type Diesel Generator Engine.

S.R.L. Suction valves on oil fuel bunkers are now controllable as per Rule requirements

3 spare cast iron propeller No 3728 Wilcox, placed on board and stowed.

Repairs. Sea cocks - all existing screwed pipe type deicing valves replaced with flanged type valves.

The Main <sup>how</sup> inlet cast steel valve chest was fitted & eroded & was repaired by building up locally with electric welding.

Boilers

Stand Main & superheater safety valves overhauled  
 Port superheater valve spindle renewed also de superheater valve spindle renewed.  
 2 Drain nipples in each back wall header renewed  
 41 tubes renewed in each boiler in way of soot blower.

Main & Aux Engines

Aux generator turbo-rotor placed in bath & machined in way of labyrinth rings

Aux circulating pump - impeller shaft renewed, built up with brazing & machined & new packing rings

Sauter Pump - bushes renewed

Condensate Pumps - bushes & rotor packing renewed

The three throw crankshaft of the Auxiliary Diesel Gen Engine was found badly scored & all bearings run, a new shaft from the spare gear of a sister ship was fitted & all bearings renewed. The old shaft was sent for reconditioning & bearing shell renewed and will be held as spare.

18 new fittings comprised 4 way, tee pieces, & globe valves, were tested to Rule requirements, found satisfactory & stamped & were intended for deck steam & tank cleaning lines (Tested at Bureau's request)

On completion of the above examinations & repairs a dock trial of the Main & Auxiliary machinery was witnessed & all seen running satisfactory

A certificate was issued to the Owners & a copy is attached to this report.

