

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

No. 54393

(Received at London Office)

25 AUG 1951

Writing Report 22nd Aug. 51. When handed in at Local Office 24 Aug. 1951 Port of CARDIFF.

Survey held at CARDIFF. Date First Survey 26th July Last Survey 14th Aug. 1951. (No. of Visits 5.)

on the Machinery of the ~~XXXXXX~~ Steel "TECTUS".

Gross 10670. Vessel built at Mobile, Ala. By whom Alabama D.D. & S.B.Co. When 1945.  
 Net 6282. Engines made at Schenectady, N.Y. By whom General Electric Co. When 1945.  
 al 1486MN. Boilers, when made (Main) 1945. (Donkey) -  
 wer Owners Anglo-Saxon Petroleum Co., Ltd. Owners' Address -  
 in Boilers 2WT. Managers - Port London. Voyage -  
 Spt. 4741b. If Surveyed Afloat ☒ in Dry Dock Roath Dock & Channel D.Dk  
 key Boilers - (State name of Dock.)  
 ssure -  
 Boilers 500lb.  
 ey Boilers -

Port No. Port  
 ars of Examination and Repairs (if any) Docking, Pt. C.S. & B.S.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the pairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides ed in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case

ases where the Surveyor has not made a special damage report he is required to state whether he offered his s for this purpose, and why they were declined -  
 ge report made by anyone else? If so, by whom? -

veyor personally go inside each Main Boiler separately and make a through examination at this time? Yes.  
 " Donkey " " " -

for what reasons - What parts of the Boilers could not be thus thoroughly examined? -  
 means, in the absence of internal examination, were adopted by the  
 o assure himself of the thorough efficiency of those parts of each Boiler?

date of internal examination of each boiler P. 7/8/51. S. 31/7/51. Present condition of funnel(s) Good.

veyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 500 lb per in.  
 Spt. 474 lb per in.

veyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

veyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Donkey Boilers? -

veyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

veyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers? -

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

been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the

Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

Resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

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

is not complete, state what arrangements have been made for its completion and what remains to be done Continuous Survey. (Steam Engine).

:- Vessel placed in dry dock, propeller, outer end of stern tube, underwater fittings and

ks and valves examined and found in order.

l starboard boilers examined internally and externally together with mountings, superheaters

ety valves and placed in order. Safety valves adjusted under steam as above. Oil burning

extinguishing equipment examined and found in order.

owing parts of the machinery were examined for C.S.

r and sea connections. Circulating pump. Outboard fuel oil heater.

Lower row of generating tubes in Port Boiler and side wall tube in Port & Starboard boilers

New impeller and shaft fitted to main circulating pump.

A spare propeller is now on board. This item may now be deleted from the S.R.L.

Observations, Opinion, and Recommendation:-

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 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 140 lb., FD, &c.)

3,34 Machinery of this vessel is in an efficient condition and eligible to remain as classed with

record B.S.8.51 and L.M.C.-C.S. with date on completion of the machinery survey.

per Section 29) B.S. 11:0:0 Fees applied for  
 Part Machy. (CS) 3:0:0 24 Aug. 1951  
 age or Repair Fee (if any) £: : Received by me,  
 (per Section 29.) £: :  
 xpenses (if chargeable) £: : 19

THU 4 OCT 1951  
 As now, without spl. edn.  
 BS 8,51

003290-003297-0030

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

