

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

(Received at London Office

7 - APR 1948

Survey held at Swansea. Date. First Survey 19-3-48. Last Survey 24-3-1948. (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel m.v. "TENAGODUS".
Vessel built at Mobile, Ala. By whom Alabama D.D. & S.B. Co. When 1944.
Engines made at Lynn, Mass. By whom General Electric Co. When 1944.
Boilers, when made (Main) (Donkey)
Owners Anglo Saxon Petroleum Co. Owners' Address
Managers Port London. Voyage
If Surveyed Afloat or in Dry Dock Afloat.
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys. Years assigned how expired. Machinery and Boiler Surveys (including date of N.B., if any).
100A1.
Classification Contemplated.
Examined 9,47.
Carrying Petroleum in bulk.
Rec welded.
Fitted for oil fuel.

of Examination and Repairs (if any) Boiler Damage.
When held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates and initials of any letters respecting this case.
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.
Report made by anyone else? If so, by whom?
or personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey
What reasons
What parts of the Boilers could not be thus thoroughly examined?
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?
Means of internal examination of each boiler.

For examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?
For examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?
For examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?
For examine the drain plugs of the Main Boilers? and of the Donkey Boilers?
For examine all the mountings of the Main Boilers? and of the Donkey Boilers?
Shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?
Shaft 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? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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.
not complete, state what arrangements have been made for its completion and what remains to be done. Complete.
It is stated to have been sustained through explosion (combustion) in port main boiler whilst steam at Swansea on the 19th March, 1948.

Port Boiler examined under steam externally and in combustion chamber and found free from corrosion, (other than air casing) and leakage, the furnace brickwork being undisturbed and securing arrangements in good order. The air casing was found damaged being badly bulged and split in way of front wall and at other parts slightly bulged.
Investigation for cause of explosion carbonised oil was found in front air trunk, position of oil burner nozzle being such as to allow of this, not being sufficiently high to prevent oil dripping into furnace. At the time of explosion it is stated that attempts were being made to raise fire by hand using one burner on natural draught and under these conditions it has been recommended that a small size burner should be used positioned such that any oil drip from nozzle would fall into the water, the burners have now been freed and adjusting arrangements overhauled to allow of this being done in future.
P.T.O.

Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen is in good order. No 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.)
The vessel is in my opinion to retain present records without fresh record of survey to all conditions as previously recommended.

Section 29) Fees applied for 31-3-1948.
Repair Fee (if any) £ 8 8/-
Received by me, £ - 17/-
Engineer Surveyor to Lloyd's Register of Shipping.

As now subject
FRI. 30 APR 1948
Lloyd's Register Foundation
003328-003332-0223

Repairs. Air casing in way of back water wall removed, faired and replaced with part
Boilers examined under steam found tight and in good working order.

S.R.L. Nothing done at this time, it is stated that boiler survey has been carried out



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