

Report of Survey for Repairs, &c., of Engines and Boilers.

15 MAR 1949

(Received at London Office)

Date of writing Report 17. 2. 1949 When handed in at Local Office 17. 2. 1949 Port of LAGOS
No. in Survey held at Lagos Date, First Survey 3. 1. 49 Last Survey 12. 2. 1949
Reg. Book. 77091 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel S. S. TEMARA
Tonnage { Gross 1033 Vessel built at Dartmouth By whom Philip & Son, Ltd. Year. Month. 1925
 { Net 516 Engines made at -do- By whom -do- When
Nominal Horse Power 130 Boilers, when made (Main) 1925 (Donkey)
No. of Main Boilers 2 Owners Socony Vacuum Transportation Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers - Managers - Port London Voyage -
Steam Pressure— In Main Boilers 180 If Surveyed Afloat or in Dry Dock Both Lagos Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book and Supplements).
In Donkey Boilers - (State Name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking & Boiler Survey S.R.I.

(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?

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

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

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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 Port 3/2/49 Starbd 18/1/49 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16

Engine parts, when referred to by numbers, should be counted from forward. 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?

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 FOR DOCKING. The vessel placed on a Floating Dock, the propeller, end of sternbush, the fastenings of the sea connections and the funnel examined and found to be in good condition.

NOW DONE FOR B.S. The main boilers were examined internally and externally together with their safety valves doors and mountings and found to be in good condition. The safety valves were adjusted under steam to the above pressure. The oil burning installation was examined under working conditions and found to be satisfactory.

S. R. I. The condenser water box and the steering engine pistons and cylinders were renewed at this time. It is recommended that these items be deleted from the Special Reasons List.

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

(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, etc.; thus, for example, B.S. 9,11, B. & M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., etc.)
CS 8,34.
is, in my opinion, eligible to be retained as at present classed with fresh record of B.S. 2.49.

Survey Fee (per Section 29) Boiler Survey & 21: 0: 0
Special Damage or Repair Fee (if any) (per Section 29.)
Travelling expenses (if chargeable) 15 0

Committed's Minute FRL 1 APR 1949
Assigned As now without special cond

REMPRESS 3 1M REQ. 40 BS 2.49

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1		+LMC 1.47
8.48		BS 1.48
Reclassified 1.47		CL 9.46
S.S. Alg. 1.47		
Carrying Petroleum in bulk fitted for O.F. 1.25 F.P. above 150°F		

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

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

