

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

(Received at London Office

28 FEB 1947

Date of writing Report... 27/1/47... 19... When handed in at Local Office... 19... Port of ALGIERS (N.A.)

No. in Survey held at ALGIERS (N.A.) Date. First Survey 3/7/46 Last Survey 21/1/47 30 19...
Reg. Book. (No. of Visits...)

83568 on the Machinery of the Wood, Lower Steel Screw Steam Tanker "TE MARA".

Tonnage { Gross 1033 Vessel built at Dartmouth By whom Philip & Son, Ltd. When 1925 1 mo.

Net 516 Engines made at Dartmouth. By whom Philip & Son, Ltd. When 1925

Nominal { Horse Power 130 Boilers, when made (Main) 1925 (Donkey) =

No. of Main Boilers 2 Owners Secoy Vacuum Transportation Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers = Managers = Port LONDON Voyage West African Ports.

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Both. No. 2 Graving Dock.

in Donkey Boilers = (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) RECLASSIFICATION

(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? yes

" " 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 Port & Star'd 15/1/47. Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 180 lbs/sq. inch.

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? 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 the screw shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? =

Has shaft now been changed? no 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 17/9/46 State the wear down in the stern bush 2 in.

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, tested by Union Metalurgique Africaine.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete, but Main Condenser Water Box and Steam Steering Engine Pistons to be renewed at the first convenient opportunity.

This 21-year old vessel was originally taken over by the U.S. Navy at the time of the North African Invasion in November, 1942 and has been employed as a water tender. The French Navy took over in April, 1944. It was stated that the Port Furnace in Port Boiler collapsed on the 19th August, 1944. French Naval personnel removed 320 lbs of scale from the collapsed furnace.

NOW DONE :- Vessel placed in drydock. Propeller, stern bush, sea connections and their fastenings examined. Screw shaft (CL) drawn and examined. Cylinders, pistons, slide valves; crank and thrust shafts; pumps and condenser (tested); also the valves, cocks, pipes and strainers of the pumping arrangements examined. The main boilers tested by hydraulic pressure to 1½X the working pressure; examined internally and externally together with their principal mountings; and the safety valves adjusted under steam to the above pressure. Oil fuel burning plant examined; also under working conditions. Electrical equipment examined and tested as required by the Rules. All main steam pipes stripped at flanges and tested by hydraulic pressure to double (P.T.O.) the working pressure.

General Observations, Opinion, and Recommendation:-

(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 140 lb., FD, &c.)

This vessel's Machinery is in good and efficient condition and, in my opinion, eligible to be re-instated in class and to have the records "LMC 1,47" and "Tailshaft (CL) sec 9,46", SUBJECT to Main Condenser Water Box and Steam Steering Engine Pistons being renewed at the first convenient opportunity.

Survey Fee (per Section 29) £ 41: 0: 0 Fees applied for

Special Damage or Repair Fee (if any) £ 22: 0: 0 Received by me, 19

Travelling expenses (if chargeable) £ 8: 0: 0

Committee's Minute To be collected in the U.K.

Assigned 5.9.46

+ LMC 1,47 subject

CERTIFICATE WRITTEN.

A. van Dam
R. J. VAN DAM.
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

CONTINUATION OF REPORT:-

HYDRAULIC TESTS:- 23/9/46. Starboard Boiler to $1\frac{1}{2}$ x W.P. = 270 lbs per sq. inch.
 11/1/47. Port Boiler to $1\frac{1}{2}$ x W.P. = 270 lbs per sq. inch.
 12/9/46. Main Steam Pipes to 2 x W.P. = 360 lbs per sq. inch.
 All with satisfactory results.

REPAIRS EFFECTED:-

PORT & STAR'D BOILERS. Opened up, cleaned thoroughly internally and externally. Mountings opened up, overhauled, studs renewed and put back in good order.

PORT BOILER. PORT FURNACE. Collapsed furnace removed, back tube plate faired in place and new furnace fitted. Longitudinal solid stay on port side of this furnace, supporting the front and back tube plates, renewed. Three bottom rows of plain and stay tubes re-expanded at the back tube plate.

STAR'D FURNACE. Three combustion chamber back stays re-caulked and nuts refitted.

REMARK:- New Furnace in Port Boiler is marked as follows:-

Lloyd's 3420. 16/8/46.

MAIN ENGINES:- All cylinders and valve chests opened up for examination and re-setting.

All main bearings adjusted.

All bottom and top end bearings adjusted as necessary.

Eccentric straps examined and adjusted as necessary.

H.P. Piston valve rod metallic packing examined and adjusted.

Thrust Block. Horse shoe bearings re-adjusted.

Main Condenser with fittings and connections overhauled and re-jointed. Defective ferrules replaced.

After completion tested to 30 lbs. per sq. inch water pressure.

REMARK:- Water Box slightly wasted in way of Ballast pump delivery. It was stated by the Owners' Representative that a new Water Box has been ordered in the U.K. and will be supplied and fitted at the first opportunity.

Propeller examined and found in good condition. (2 Spare blades on board).

17/9/46. Propeller shaft (CL) examined and examined.

Stern Gland repacked.

Pump levers, gudgeon pins, rocking shaft, pump links and bearings trued and adjusted.

REMARK:-

The present Screw Shaft appears to be the original Spare one. Marked:-

Lloyd's 7007.R.T.B.6/8/24.

Original Shaft new Spare with new liner. Marks:- Lloyd's 7006.R.T.B.6/8/24.

AUXILIARIES:- Centrifugal Circulating Pump. Completely overhauled and adjusted.

Main Feed Pump. Overhauled and adjusted as necessary.

Dynamo Engine. General adjustments.

Main Engine Bilge Pumps. Suction and delivery valves refitted.

Main Engine Air Pump. Valves and seats reconditioned.

Ballast Pump. Suction and delivery valves and seats reconditioned.

General Service Pump. Refitted as necessary.

Evaporator Coils. Cleaned and tested.

Feed water Heater. Coils tested.

Oil Fuel Heaters. Tube nests cleaned and tested.

Cargo Pumps. General adjustments.

Steam Steering Engine. (Thomas Read & Sons, Paisly). Completely overhauled and adjusted. Piston bodies of special design built up by electric arc welding and machined. Piston rings renewed.

REMARK: New pistons have been ordered in the U.K. to be supplied and fitted at the first convenient opportunity.

ELECTRICAL INSTALLATION:- Electric cables, wiring, fittings and distribution fuses, all of approved type and as original, renewed, as follows:-

Crew's quarters forward, Chart and Wheel house, Navigating Lights, Wireless room, Captain's quarters, Officers' Messroom, Officers' quarters (P&S), Steward's Store, Deck store room, Paint locker; At front, after end and sides of deck house. Outside Pumproom to bulkhead of forward quarters. In stokehold from switch board in engine room.

INSULATION VALUES ON THE 18/1/47.

Generator. Clarke & Chapman & Co.

7.5KW-110V-68A.-350 RPM.

All in test..... 2 megohms.

Spare Armature..... 2 megohms.

Test from Main Panel and/or Section Fuse Boards.

Forecastle & Deck lights..... 2 megohms.

Accommodation..... 1 megohm.

Navigation lights..... 20 megohms.

Stokehold and Engine Room..... 1 megohm.

Fan and Lathe..... 6 megohms.

Sundry minor repairs carried out to pipelines and stop valves.

Boilers, Main Engines and Auxiliary Machinery seen under working conditions, during Deck trials, on the 21/1/47 for a period of four hours, and found in good condition.

An interim Certificate was issued on the 21/1/47, copy of same accompanies this Report.

A. J. Van Dam
 R. J. Van Dam.
 27/1/47.



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