

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

(Received at London Office

12 MAR 1947

Date of writing Report... 28 FEB 1947 When handed in at Local Office... 19

Port of LIVERPOOL

To in Survey held at BIRKENHEAD Date First Survey 14/2/47 Last Survey 21/2/1947

(No. of Visits 4)

742 on the Machinery of the Wood, Iron or Steel S.S. "FORT TROUSSARD"

Year. Month.

Gross 7129 Net 4259

Nominal 508

Power of Main Boilers 1500

of Donkey Boilers 220 LB

Main Boilers 220 LB

Donkey Boilers

Vessel built at LONDON, P.Q.

Engines made at MONTREAL

Boilers, when made (Main) 1942-4

Owners MOTT MACDONALD & CO. LTD

Managers ELLERMAN & BUCKNELL S.S. CO. LTD

If Surveyed Afloat or in Dry Dock Afloat

(State name of Dock.) W. FLOAT.

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 now expired.

Machinery and Boiler Surveys (including date of N.B., if any).

+ 100 PSI with

freedom.

2,46.

+ LMC 4,48

CL 2,46.

No DAMAGE

NO.

STARBO.

YES

NO.

NO.

NO.

NO.

NO.

NO.

NO.

NO.

NO.

NO.

NO.

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any.

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.

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.

A damage report made by anyone else? If so, by whom?

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

Donkey "

Not, state for what reasons.

At 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?

The latest date of internal examination of each boiler.

The Surveyor examine the Safety Valves of the Main Boilers?

The Surveyor examine the Safety Valves of the Donkey Boilers?

The Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

The Surveyor examine the drain plugs of the Main Boilers?

The Surveyor examine all the mountings of the Main Boilers?

The screw shaft now been drawn and examined?

Shaft now been changed?

An approved oil retaining appliance fitted at the after end?

The insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

Flowing requires to be examined: M.P. and M.P. cylinders and piston, starboard feed pump, circulating pump impeller and casing, ballast pump, and pumping arrangements. It was stated by the Owner's Representative that these items would be dealt with at the first opportunity.

ADVANCEMENT OF +LMC: Examined: L.P. valve and casing, crankshaft throughout with bearings, intermediate shafting, main engine attached pumps, port feed pump, steering engine, and windlass.

COMPLETION OF BS, Starboard boiler examined internally and externally, together with superheaters, safety valves, mountings, manholes, doors and their fastenings.

All boilers afterwards examined under steam, and safety valves adjusted to pressure stated.

P.T.O.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel, so far as now seen

(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 *LMC 9,11 or *LMC 140 lb., FD, &c.)

eligible in my opinion to remain as now classed, with fresh record of BS 2,47 as previously recommended (Survey Rpt. 23959), also record of +LMC MS 2,46 when the survey has been completed.

Survey Fee (per Section 29) +LMC MS £ 8 : 0 : 0

Special Damage or Repair Fee (if any) £ : : :

Technical Equipment Survey £ 3 : 0 : 0

Vetting expenses (if chargeable) £ : : :

Committee's Minute

Fees applied for - 5 MAR 1947

Received by me, 19

LIVERPOOL

1 MAR 1947

Signed B.S. 2.47.

J. A. Boster

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

Foundation

00994-01003-0208

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

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

REPAIRS (WEAR & TEAR).

Main engine attached bilge pump ram skinned up, and gland neck bush fitted.

Starboard boiler: aux. check valve seat renewed and two new valve spindles fitted, both bottom manhole flangings built up with electric welding.

Sundry minor repairs effected.

Licence items checked, and work verified on board.

J.A.B.

Electrical Equipment examined, started under working condition. Generator, motor, fans, pumps, from its examination. Insulation test carried out. All found to be in efficient condition.

Repair: Generator & whole installation generally overhauled. Low insulation faults located & removed. Minor repairs effected.

A.B.

The machinery of this vessel is in good order and running satisfactorily. The engine, boiler, and other fittings are in good order and running satisfactorily. The electrical equipment is in good order and running satisfactorily. The navigation equipment is in good order and running satisfactorily. The communication equipment is in good order and running satisfactorily. The safety equipment is in good order and running satisfactorily. The crew is well trained and experienced. The vessel is in good order and running satisfactorily.

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