

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

(Received at London Office)

Date of writing Report

March 16<sup>th</sup> 1949

When handed in at Local Office

St. Nazaire

Port of

Nantes

No. in Survey held at

52-3 on the Machinery of the Wood, Iron or Steel

Date. First Survey

24.10.48

Last Survey

15.3.49

(No. of Visits)

Gross

10448

Net

6301

Boilers, when made

1485

of Main Boilers

2

of Donkey Boilers

1

am Pressure

500

in Main Boilers

500

in Donkey Boilers

500

Vessel built at

Westland Dr.

By whom

Kaiser Co. Inc.

When

1944

Engines made at

Yankee Mass.

By whom

General Electric Co

When

1944

Boilers, when made

(Main)

1944

(Donkey)

Owners

Search Movement

Owners' Address

(If not already recorded in Appendix to Register Book.)

Port

Nantes

Managers

Soc. Petrolees d'Outeeune

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years assigned and expired	Machinery and Boiler Surveys (including date of N.B., if any)
100A1.		TSCL 548
Classification		
<del>Class</del> contemplated		
5.48		
Carrying petroleum in bulk.		

Report No.

Port

Particulars of Examination and Repairs (if any)

L.M.C. - JKG.

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.

Is 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?

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?

Is latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boilers?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has the screw shaft now been drawn and examined?

Has the shaft now been changed? If so, state reasons

Is an approved oil retaining appliance fitted at the after end?

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

State the wear down in the

Is electric light and power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Is the insulation 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.

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

dry: - vessel placed in drydock, propeller, fastenings, sea connections & entire bottom of hull examined found in good order -  
 main propulsion motor opened up for examination, inspection plates removed, stator & rotor windings cleaned - slip rings dressed - brushes re-set - air cooler cleaned & tested -  
 main turbine opened up found in order -  
 main generator rotor & stator windings cleaned & examined - all windings megger tested - slip rings dressed -  
 turbo block & shaft examined - intermediate shafting examined -  
 the Turbo Generators with gearing opened up examined & re-adjusted -  
 after generators opened up & examined - Emergency generator examined -  
 propulsion auxiliary switchgear examined & all circuits examined & megger tested -  
 the condensers examined & tested -

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good condition

(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 3,11, BS 3,11, LMC 3,11 or LMC 140 lb., FD, &c.)

eligible, in our opinion, to be classed with Record of L.M. 3.49.

Survey Fee (per Section 23)

100,000

Special Damage or Repair Fee (if any)

Charged on

(per Section 23.)

Report No. 8.

Surveying expenses (if chargeable)

Report No. 8.

Committee's Minute

FRL 6 MAY 1949

Signed

L.M.C. 3.49

Fees applied for

19

Received by me,

19

Engineer Surveyor to Lloyd's Register of Shipping.

© 2021

Lloyd's Register

Foundation

010824 - 010834 - 0172

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

If so, to be sent to



TANKER "ZANGUEZOUR"

All pumps opened out & overhauled - Pumping arrangements examined - Both V.T. Boilers were examined over all parts with superheaters, doors & mountings - Afterwards seen under steam & safety valves adjusted - All air pre-heater tubes re-nosed in account of pitting at ends - The fuel oil burning system with installation of pumps, piping, valves & deck control were examined under working conditions & found in order - On completion of repairs & overhaul a 24 hour sea trial was attended & the performance of the machinery & electrical equipment found satisfactory in all respects

L.S. Sa 1949



© 2021

Lloyd's Register  
Foundation