

No. 103998

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

(Received at London Office)

8 OCT 1946

Port of

NEWCASTLE-ON-TYNE

When handed in at Local Office

Survey held at Wallsend-on-Tyne Date. First Survey 3rd MAY 1946 Last Survey 13th SEPTEMBER 1946on the Machinery of the Wood, Iron or Steel TREWORLAS (ex HARPAUS - 46)Gross 7271 Vessel built at Gunderland By whom Wm. Bedford Stans Rd. When 1942 Month 11Net 5044 Engines made at do By whom do When 1942M.N. 516 Boilers, when made (Main) (Donkey) 1942Boilers Owners Hain S.S. Co. Ltd. Owners' Address (if not already recorded) London Voyage ForeignBoilers Managers ✓ If Surveyed Afloat or in Dry Dock both - S.H.W.R. O. Co.

Boilers (State name of Dock.)

Port No. Portrs of Examination and Repairs (if any) Damage - LMC - TS & DBS.

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

l, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be

ld be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly

at the end of the report. State also the dates and initials of any letters respecting this case.

ases where the Surveyor has not made a special damage report he is required to state whether he offered his

for this purpose, and why they were declined yes - Not Required.ge report made by anyone else? If so, by whom? Underwriters Surveyors.eyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓" Donkey " ✓for what reasons. What parts of the Boilers could not be thus thoroughly examined? ✓l means, in the absence of internal examination, were adopted by the ✓o assure himself of the thorough efficiency of those parts of each Boiler? ✓date of internal examination of each boiler Present condition of funnel Good.eyor examine the Safety Valves of the Main Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓eyor examine the Safety Valves of the Donkey Boilers? yes. To what pressure were they afterwards adjusted under steam? 120 lbs/sq. in.eyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? yes.eyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? Noneeyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? yes.w shaft now been drawn and examined? yes. Has it a continuous liner? yes. Is an approved oil retaining appliance fitted at the after end? Now been changed? No If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ed oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 17.7.46. State the wear down in theIs electric light and/or power fitted? yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes.ation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes - See Electrical Report.Engine parts, when referred to by numbers, should be counted from forward Complete.

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

me: On account of Damage stated to be due to enemy action on the 14th August 1944 during operationsat Normandy Beaches.

el in drydock - Examined Propeller - Stem tube - under water fastenings - Sea cocks & valves opened up.

Tail Shaft drawn in.

ned opened up: - Main Engine in its entirety by: - Cylinders - Pistons rods - Valves & valve gear -

sting rods with their top & bottom end bearings - Crank - Thrust & intermediate shafts with bearings -

shed Pumps.

ynamo Engines - Auxiliary Compressors - Main Starting Air Reservoirs.

General Service - Piston - Jacket water - Valve cooling water - Feed & Oil Fuel Transfer Pumps.

Burning liquid - Condenser (under head of water) - Oil Fuel Storage & Daily Service tanks - Steam Pipes

to Rule Regs) - Pumping arrangements - Steering Engine.

A new Windlass fitted to the fore part of the Vessel. P.T.O.Observations, Opinion, and Recommendation: The Machinery of this Vessel - in my opinion - is eligible to

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.)

main as Classed, with fresh records + LMC (CS) 9.46, DBS 9.46, and notation TS. CL. 7.46. It is submitted

notation "Ex. Thrust Block casing for leakage by 6-45 (12 mos limit) be deleted from S.R. List (Note).

Inquire London re CS Fee

per Section 29) DBS £ 7 : 0 : 0 Fees applied for not yesage or Repair Fee (if any) TS £ 2 : 0 : 0FEE L.M.C. £ 42 : 0 : 0xpenses (if chargeable) DAMAGE £ 3 : 0 : 0L.M.C. £ 21 : 0 : 0 Received by me, 19

L.M.C. £ 21 : 0 : 0

FRI. 15 NOV 1946

+ LMC 9.46, without Spl Cond.

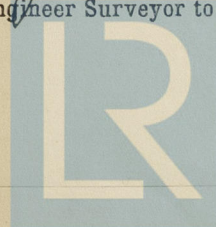
S. 7.46 DBS 9.46

CERTIFICATE WRITTEN

003147 - 003153 - 0154 1/3

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

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



Lloyd's Register Foundation

M.V. 'TREWOLAS'

Both Anchor Benders examined in their entirety with doors and mountings opened up - Safety Valves afterwards adjusted under steam to above pressure.

Now Done for T.S. - L.M.C.C.S. & O.S.S. - All parts examined as per foregoing on account of damage.

Repairs for Damage:- Before Repairs were commenced All Main Engine Cylinders - attached pumps - Circulating pump steam & water ends - evaporator & feed piping etc examined under hydraulic test.

Main Engine - Nos 1 fwd. & No 3 aft side connecting rod top end pins - scored - re-lapped. The No 3 after side rod crosshead - excessively scored - skimmed up & bearings re-installed to suit. All crankpins - pitted - re-lapped.

Attached Pumps - Scavenge pump - one discharge valve broken - renewed. S.W. Circulating pump bucket rings - scored - renewed. Lubricating oil pump rod - scored - skimmed up & neck & gland bushes renewed to suit.

Ballast Pump Injection combined valve lid & spindle - bent - renewed. G.S. Pump injection valve lid - twisted - renewed.

Pumps:- Ballast - Steam Valve chest complete with valves returned to Makers for re-conditioning. Piston & bucket rods - scored - skimmed up & neck & gland bushes renewed to suit - water end liners ground up where scored & grooved & bucket rings renewed. - the Chest & large suction pipe to pump - missing - renewed.

General Service - C.I. Water end - fractured in several places - renewed in its entirety. O.Fuel Transfer - as above for G.S. Pump.

Stand-by by Tackel loading water - Water end - scored - forced out - buckets - rings & rods - renewed together with all suction & delivery valves.

Stand-by by Lubricating Oil Pump - C.I. Oil End - fractured - renewed in its entirety. Ford. Feed Pump - as above for lub. oil pump.

Valve Working - Pump rods scored - skimmed up & one pump bucket renewed.

Oil Fuel Unit:- C.I. Bedplate - suction filters - hand pump body also in vessel - all fractured & broken - renewed.

Steam Dynamo Engines - Outboard Engine C.I. bedplate - fractured - renewed.

Inboard Engine - C.I. bedplate & distance piece between cylinder & crank case also steam valve chest - fractured - renewed.

Starting Air Compressors - Outboard - Eccentric Cleave & key - slack & part broken - renewed. - Crankshaft journals - scored - skimmed up & bearings reinstalled to suit.

Steam Piston Valve & H.P. Air Cyl. Piston Rings - renewed.

Inboard:- C.I. distance piece between crankcase & steam cylinder together with H.P. Intercooler body - broken - renewed.

Several lengths & bends of Oil Fuel & Ballast piping - damaged & for broken - renewed.

Anchor Benders - lower - Rolling stay palms on Biker Shell - started - re-riveted.

Minor repairs effected to all Biker Mountings.

S.R. Test The Main Engine Thrust Block Casing examined & caulked where slightly porous & made tight.

On Completion of the foregoing repairs satisfactory quay trials were witnessed

NEWCASTLE-ON-TYNE

M.V. "TREWORLAS"

Ex. "HARPAGUS."

SURVEY OF ELECTRICAL INSTALLATION.

FIRST SURVEY 26/8/46

LAST SURVEY 13/9/46

No. OF VISITS 5

GENERATORS. 2-15 KWS.

NOW DONE FOR DAMAGE:-

THE FORWARD PORTION OF THE SHIP FROM FRAME NO. 92 HAS BEEN RENEWED AND HAS BEEN WIRED IN ACCORDANCE WITH THE SOCIETY'S RULES AND REGULATIONS AND THE ARRANGEMENTS ARE IN ACCORDANCE WITH OR EQUIVALENT TO THOSE SHOWN ON THE APPROVED PLANS.

THE RENEWED CIRCUITS ARE AS FOLLOWS:-

CIRCUIT.	CONDUCTORS.	MAX CURRENT.		APPROX. LENGTH.	INSULATION.	PROTECTION.
		INCIRCUIT.	RULE.			
SALOON ACCOMMODATION.	1-19/064.	42	83	350	RUBBER.	L.C.A.+B.
WHEELHOUSE.	1-7/044.	8	31	400	RUBBER.	L.C.A.+B.
WIRELESS	1-19/052	30	64	300	RUBBER.	L.C.A.+B.
REFRIGERATOR.	1-7/064.	30	46.	100.	RUBBER.	L.C.A.+B.

NOW DONE FOR L.M.C.

GENERATORS TAKEN ASHORE AND COMPLETELY OVERHAULED. MAIN SWITCHBOARD OVERHAULED. NAVIGATION LIGHTS MAIN MAST AND STERN LIGHTS REWIRED. THREE TWO HORSE POWER THERMOTANK ACCOMMODATION VENTILATION FAN MOTORS ADDED TO THE INSTALLATION.

ON COMPLETION OF REPAIRS ALL CIRCUITS TESTED FOR INSULATION RESISTANCE AND THE GENERATORS OPERATED ON LOAD AND GOVERNOR TRIALS WITH SATISFACTORY RESULTS.

[Signature]

SURVEYOR TO LLOYD'S REGISTER



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