

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

(Received at London Office

6 - OCT 1947

Date of writing Report.....19..... When handed in at Local Office.....9/8/47..... Port of **NEWCASTLE-ON-TYNE**

No. in Survey held at **North Shields** Date. First Survey **10.4.47** Last Survey **July, 29th 1947**
 Reg. Book. No. of Vessels **26**

34483 on the Machinery of the **Wood, Iron or Steel** S.S. **"THISTLEMUIR"**

Gross **7287** Vessel built at **Sunderland** By whom **J.L. Thomson & Sons Ltd** When **1942** 12
 Net **4293.4367** Engines made at **Sunderland** By whom **N.E. Marine Eng. Co. (1938) Ltd** When **1942**
 Nominal Horse Power **510 MN.** Boilers, when made (Main) **1942** (Donkey) **✓**
 of Main Boilers **258.** Owners **Albyn Line Ltd.** Owners' Address **(if not already recorded in Appendix to Register Book.)**
 of Donkey Boilers **✓** Managers **Allen, Black & Co.** Port **SUNDERLAND.** Voyage
 Steam Pressure in Main Boilers **220** If Surveyed Afloat or in Dry Dock **BSM.**
 in Donkey Boilers **✓** (State name of Dock.) **(Smith's Dock Co. Ltd.)**

ast Report No. Port

Particulars of Examination and Repairs (if any) **+ LMC, O.F. Conversion.**

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.

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? **Yes.**

Donkey

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 15.4.47, State & Centre 16.4.47**

Present condition of funnel **Sufficient.**

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

Yes.

To what pressure were they afterwards adjusted under steam?

220 lbs/sq.

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?

✓

Is 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?

✓

Is shaft now been changed?

✓

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

2.5.47.

State the wear down in the

tern bush

1/8"

Is electric light and/or power fitted?

Yes.

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

Yes.

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

Yes.

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

Complete.

How Done :- Vessel placed in dry-dock; examined propellers and outside fastenings, sea-valves (opened), tail shaft (drawn), stern bush; main engine cylinders, pistons, covers, valves and valve gear, valve chests, rods, crankshaft, thrust shaft and intermediate shafting and bearings, engine-driven and auxiliary pumps and pumping arrangements, condensers (tested), holding-down bolts, steering engine and windlasses.

Boilers examined internally & externally with their mountings, doors & fastenings; safety valves adjusted under steam to 220 lbs/sq. Steam smothering system tested.

Oil Fuel Conversion: Boiler furnace fronts modified to burn oil fuel and O.F. installation fitted in accordance with approved plans; oil fuel lines tested in accordance with Rules.

On completion installation tested; accumulation test on three boilers carried out, steam smothering system tested all with satisfactory results.

Dynamometers and electrical installation tested and examined.

Wear & Tear :- Main engines: L.P. piston rod straightened and skinned in leather, L.P. guide shoe 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 to LMC 9.11 or LMC 140 lb., FD, &c.)

in good order and eligible in my opinion to remain as now classed in the Register with fresh record of + LMC 7.47, T.S.Ch. 5.47, Fitted for Oil Fuel 7.47 F.P. above 150°F and that the item "Renewed plain tubes of stbd. and centre blrs. on arrival UK." be deleted from the SRL.

ICE CASE
 Survey Fee (per Section 29) **+ LMC** £ 21 : - : -
 Special Damage or Repair Fee (if any) **O.F. Conversion** 15 : 15 : -
 Travelling expenses (if chargeable) **Electrical Installation** 6 : - : -
 License case.

Fees applied for

21 AUG 1947

Received by me,

19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **TUES. 21 OCT 1947**

Assigned **+ LMC 7.47, without repl. cond.**

S.S. 47 Fitted for oil fuel 7.47 F.P. above 150°F

S.S. "THISTLEMUIR"

Shoe re-shite-metalled, L.P. guide machined H.P. & L.P. engines re-aligned. L.P. crankshaft tested in lathe and found satisfactory, crankshaft re-aligned.

Auxiliaries: Thrust shaft tested in lathe, journals skimmed (scored) and journal liners re-shite-metalled; ahead thrust pins renewed. Thrust and intermediate shafting re-aligned. Windless top station end brasses and eccentric straps renewed. Main feed pumps, G.S. pump, ballast pump - minor repairs effected. Circulating pump impeller spindle renewed (worm).

Main boilers: All plain tubes in starb. and centre boilers renewed. Ford circumferential seams caulked. Minor repairs effected to mountings. Starboard and centre boilers tested hydraulically to 140 lbs/sq in completion of repairs.

On completion of repairs, satisfactory main engine and auxiliaries trials at quayside carried out.

Additional machinery installed:- Smith's Type by Swainey Bros. oil fuel units. Two Weir Pumps 4" x 6" x 7", "Nos. 208001 & 208092, 29.1.47"; unit heaters "L.R. No. 16078/9 22.4.47"; one transfer pump 8" x 7" x 18", Weir, "L.R. No. 207766"; two CMEW oil fuel separators "L.R. No. 1152, 30.4.47 J.F." O.F. Heaters Cert. No. C24422 and O.F. Separator Cert. No. C1281, Keworth. Plan of O.F. pipe arrangement as fitted will be forwarded later.

Electrical Installation Two 15 KW. Sets.

Generators overhauled and tested. Minor repairs effected to lighting wiring and connections. All circuits megger-tested on completion and insulation resistance found satisfactory.

W.S.



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