

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

10 AUG 1928

Date of writing Report 10 When handed in at Local Office 8.8.28 Port of Newcastle-on-Tyne

No. in Reg. Book 83321 Survey held at South Shields Date, First Survey 4 July Last Survey 26 July 1928 (No. of Visits 7)

on the Machinery of the Wood, Iron or Steel Sch. SAN NAZARIO

Tonnage { Gross 12029 Net 7440 Vessel built at Sunderland By whom W. Dorford & Sons L^{td} When 1914-9

Nominal Horse Power { 795 Engines made at Sunderland By whom W. Dorford & Sons L^{td} When 1914

No. of Main Boilers 4 Boilers, when made (Main) 1914 (Donkey) -

No. of Donkey Boilers - Owners Eagle Oil Transport Co. L^{td} Owners' Address -

Steam Pressure in Main Boilers 220 lb Managers - Port London Voyage -

in Donkey Boilers - If Surveyed Afloat or in Dry Dock middle dks dry dk. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Damage BS.

Periodical Surveys, when held, must be reported in detail and seriatim 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? Offered not required

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

Do. " Donkey " " " " " -

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

Also 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? -

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 220 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? - 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 Boiler? -

Did the Surveyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? -

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8

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

safety valves of a new vertical donkey boiler now being installed should be adjusted under steam and connecting lengths of steam pipe tested.

Damage stated to have been caused by heavy weather on 17th & 18th April 1928 on a voyage from San Pedro to Montevideo, and damage on Port side in way of nos 2 & 3 tanks on Shelter dk stated caused by collision. Rio Angeles Report No 599.

how done for Damage Tail shaft drawn and examined and found to be in good order. All sea valves opened and found or put in good condition.

Done for Survey. Propeller, stern tube and sea valve fastenings examined and found in good order. Bilge sea connection found in order.

Four main Boilers with all mountings opened out for examination and found or put in order. Safety valves of main Boilers adjusted under steam to above pressure.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel as far as now seen is eligible in my opinion to remain as now classed with fresh record of TSCL 7, 28 and BS, 7, 28 on completion of survey as above.

P.T.O.

Survey Fee (per Section 28).....	£ 5.0.0	Fees applied for 26.7.1928
Special Damage or Repair Fee (if any) (per Section 29.).....	£ 2.2.0	9.8.28
Travelling Expenses (if chargeable).....	£ . . .	Received by me, 27.9.28

Committee's Minute TUES. 28 AUG 1928

Assigned as now

NAB 28
5.7.28

006983-006995-0069

G. Wood
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

Note:- This vessel has now changed ownership and has been renamed "THORSHAMMER" of SANDEFJORD.

It is understood that the evaporators were placed on board on the eve of sailing and no opportunity was given for comparing with the certificate.

It is understood from the owner's superintendent that the work on the Donkey boiler and evaporators will be done at Sandefjord.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

As due 7.28 party held, Completion at Sandefjord. A new Donkey Boiler fitted Machinery partly examined on account of damage due to heavy weather & collision.

As 7.28 when the Donkey Boiler & its have been adjusted to 100 lbs & the connecting Steam pipes & Donkey Boiler tested.

NDO 28
100 lbs
57.28
H.C. Od.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

