

COPY

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

(Received at London Office 27 OCT 1941)

Date of writing Report 23rd Feby., 1941. When handed in at Local Office 24th Feby., 1941. Port of Singapore.

No. in Reg. Book. Survey held at Singapore.

Date First Survey 15th Jany., Last Survey 21st Feby., 1941.

34847 on the Machinery of the Wood, Iron or Steel S.S. "TILDA".

(No. of Visits 11.)

Tonnage { Gross 2768. Vessel built at Sunderland. By whom J. Blumer & Co. Year. Month. When 1903 - 1.
 Net 1730. Engines made at Sunderland. By whom G. Clark, Ltd. When 1903 - 1.
 Nominal Horse Power 279. Boilers, when made (Main) 1903. (Donkey) 1924.
 No. of Main Boilers 2. Owners Rederi A/B Turret. Owners' Address -
 No. of Donkey Boilers 1. Managers K. Hansen. (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 160 lbs. If Surveyed Afloat or in Dry Dock Tanjong Pagar. Port Helsingfors. Voyage -
 in Donkey Boilers 130 lbs. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking & B.S.

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. Secretary's cablegram dated 20/12/40.

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.

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.

" " Donkey " " " No.

If this was not done, state for what reasons Donkey boiler not prepared for survey.

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?

State latest date of internal examination of each boiler. Port main 19/2/41; Stard. main 6/2/41. Present condition of funnel Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 160 lbs/0"

Did the Surveyor examine the Safety Valves of Donkey Boiler? No. To what pressure were they afterwards adjusted under steam? 130 lbs/0"

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. , and of the Donkey Boilers? No.

Did the Surveyor examine the drain plugs of the Main Boilers? Not fitted. , and of the Donkey Boilers? No.

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boilers? No.

Has the screw shaft now been drawn and examined? No. Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

Has shaft now been changed? - 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 date of examination of Screw Shaft. - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 3" 16

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done B.S. 2.41 Not complete; 4.40 Complete.

To complete the B.S. 2.41 :- The donkey boiler requires to be examined in its entirety and its safety valves to be afterwards adjusted under steam to the safe working pressure. The Master of the vessel stated that arrangements would be made to complete the survey at the earliest convenient opportunity.

Now done for B.S. :- Both main boilers examined internally and externally together with their safety valves, all principal mountings, manhole doors and their fastenings and after repairs as under found satisfactory. The safety valves of the main and donkey boilers adjusted under steam to their respective working pressures.

Now done for docking :- Propeller and outside fastenings examined and found satisfactory.

Now done for wear and tear :- All main boiler bottom manhole doors refitted; one plugged tube removed from port boiler and new tube fitted; section of furnace plating (Please see Continuation Sheet)

General Observations, Opinion, and Recommendation:- The machinery of this vessel is eligible, (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, B.S. 9.11, B.&M.S. 9.11, *L.M.C. 9.11, or *L.M.C. 140 lb., F.D., &c.)
 in our opinion, to remain as classed and to have the records of B.S. 4.40 (and B.S. 2.41 when the donkey boiler has been surveyed and its valves adjusted.)

Survey Fee (per Section 29) \$140.00: Fees applied for 21/2/ 1941.
 Special Damage or Repair Fee (if any) £ : : Received by me, 19
 Travelling expenses (if chargeable) \$ 10.00:

Committee's Minute

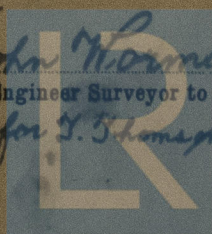
Assigned

TUE. 18 NOV 1941

See Shi. 4767

Engineer Surveyor to Lloyd's Register of Shipping.

(for J. S. Thompson & self.)



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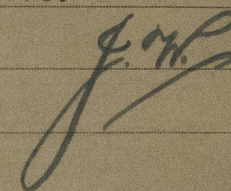
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S.S. "TILDA".

in way of connection to bottom wrapper plate of centre combustion chamber of port boiler cut out and renewed - the new piece of plate was riveted to the wrapper plate as in the original construction and welded to the remaining section of the furnace; the bottom wrapper plate and the remaining section of the furnace built up by welding where wasted; about thirty wasted combustion chamber stays renewed in the main boilers and the combustion chamber plating in way built up by welding where necessary; sundry minor repairs.

The port boiler was tested hydraulically to 200 lbs/" on completion of the repairs and found tight; it was then opened out, re-examined internally and found satisfactory.

Special Reasons List No. 11 :- B.S. dealt with as reported above.




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