WRECK SECTION
No.

Rpt. 9.

No. 58550

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

(Received at London Office 19 AUG 1952)

Date of writing Report ..... 19 ..... When handed in at Local Office 12 AUG 1952 19 ..... Port of HULL.

No in Reg. Book. 79277 Survey held at GOOLE. Date. First ~~Survey~~ and Last Survey 20. 7. 19 52 (No. of Visits One)

on the Machinery of the ~~Wood, Iron or~~ Steel S.Sc. S.S. "THEMSTON"

Tonnage { Gross 711 / Net 283

Nominal Horse Power { 156MN

No. of Main Boilers 1SB

No. of Donkey Boilers -

Steam Pressure in Main Boilers 170 lb.

in Donkey Boilers -

Vessel built at Paisley. By whom J. Fullerton & Co. When Year 1904 Month 4

Engines made at Glasgow. By whom Ross & Duncan. When -do-

Boilers, when made (Main) 1904 (Donkey) -

Owners Tyson, Edgar Shipping, Ltd. Owners' Address -
(if not already recorded in Appendix to Register Book.)

Managers - Port London. Voyage -

If Surveyed Afloat or in Dry Dock Afloat. West Dock.
(State name of Dock.)

Last Report No. 34856. Port Rot.

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✠100A1 11,51		✠LMC 10,48
s.s.Shl 3rd No.3		BS ~~6,50~~ 7,51
1,44		TSCL 11,51
s.s.Shl 10,48		
Cargo battens	not	fitted.

Particulars of Examination and Repairs (if any) Examination re condition of Blr. Blown down valve.

(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 -

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 through examination at this time? -

" " Donkey " " " -

If 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 - Present condition of funnel(s) -

Did the Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

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? -, 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? -, and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? - Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush - Is electric light and/or power fitted? - If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

S.R.L. Renew Blow down valve chest by 9,51 (2 months limit) B.S. 7,51 when this done.
NOW DONE:- (Please see also London Letter dated 29.7.52).

Blow down valve cleaned and examined externally as far as possible. Found to be in good condition and stamped:- Lloyds test 450 lb/sq.inch R.R.H. 23.7.51.
Stated the valve had been fitted at Grangemouth on 23.1.52.

In view of the above itis submitted this S.R.L. Item may now be deleted.

General Observations, Opinion, and Recommendation.—

(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, ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.)
CS 3,34

The Machinery of this vessel is eligible in my opinion to remain as now classed without fresh record.

Survey Fee (per Section 29) £3 : 3 : 0
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Travelling expenses (if chargeable) £2 : 10 : 0

Fees applied for 15. 8. 19 52
Received by me, 19

J. L. Jamie.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 16 SEP 1952
Assigned As now, subject

W1092-0156

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

Is a Certificate required?

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