

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

(Received at London Office)

12 MAY 1941

Date of writing Report 8-5-41 When handed in at Local Office 8-5-41 Port of Reynard
 No. in Reg. Book 85/74 Survey held at Reynard Date, First Survey 23-4-41 Last Survey 2-5-1941
on the Machinery of the Wood, Iron or Steel "TREVERBYN" (No. of Visits 4)
 Tonnage { Gross 528 Vessel built at Glasgow By whom Harland & Wolff Ltd. When 1920-1
 Net 3196 Engines made at do By whom do When 1920
 Nominal Horse Power 517 Boilers, when made (Main) 1920 (Donkey) —
 No. of Main Boilers 3 Owners Am S.S. Co. Ltd. Owners' Address —
 No. of Donkey Boilers — Managers — (if not already reported in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lbs Port St. John Voyage —
 in Donkey Boilers — If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted
 (State name of Dock.) Bairds Dry Dock precisely as in Register Book & Supplements).

Last Report No. — Port —Particulars of Examination and Repairs (if any) Docking & GEN EXAM. + 100 A.I. 540

(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 Not required

Was a damage report made by anyone else? If so, by whom? Yes. Salvage Co.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" " Donkey " " —

If this was not done, state for what reasons? Not prepared

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 — Present condition of funnel(s) —

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

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? — 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 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? No

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 date of examination of Screw Shaft 24/4/41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

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

Has 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

Now done on account of stated heavy weather between 5th & 12th December 1940 whilst on voyage from St. John to St. John Scotia.

Vessel placed in dry dock; propeller & outside fastenings examined & found in order. Screw shaft drawn & examined. Groove noted on liner next after and but considered efficient. Lignum vitae in stern bush also worn at outer end corresponding to groove. After section of lignum vitae top & bottom renewed.

GEN EXAM. (See Report Rpt):—Dynamometer & engine removed ashore and a reconditioned 11 kW machine fitted. Electrical installation tested, repaired as necessary, tried under working conditions on completion & found in order.

S.R.L.:—Bridge pillars of auxiliary slip valve, Centre boiler, renewed.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is

(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

X L.M.C. 140 lb., F.D., &c.)

now seen, is in efficient condition & eligible in my opinion to remain as classed with record of B.S. 11, 40 & EXAMINED (with det.) as previously recommended and notation C.L. 4, 41.

LICENCE CASE.

Survey Fee (per Section 29) £ : : Fees applied for May 19 41
 Special Damage or Repair Fee (if any) £ 2 : 2 :
 Travelling expenses (if chargeable) £ : : Received by me, —

Committee's Minute TUE. 27 MAY 1941

Assigned Deferred

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping
 W1157-0161

Electrical installation repaired

& tested.

Also stop valve of Centre Boiler

repaired -

Weather damage - to shaft examined -

Examined 5.41, 12 hrs

5.41

Clear without special
condition.

GA
23/8/41



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