

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

(Received at London Office)

76 JAN 1942

Date of writing Report 15/11/41 When handed in at Local Office 15/11/41 Port of Sydney, N.S.W.  
 No. in Reg. Book 84738 Survey held at Sydney, N.S.W. Date, First Survey 7-11-41 Last Survey 13-11-1941  
 on the Machinery of the Wood, Iron or Steel T.S.M.S. "THERMOPYLAE" (No. of Visits 2)  
 Tonnage Gross 655 Vessel built at Copenhagen By whom Mr. Bumeister & Hain When 1930  
 Net 4088 Engines made at Copenhagen By whom do. When 1930  
 Nominal Horse Power 979 Boilers, when made (Main) (Donkey) 1930  
 No. of Main Boilers ✓ Owners Helt. Nielsen Owners' Address Port Lonsberg Voyage —  
 No. of Donkey Boilers 1 Managers ✓ (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers ✓ # Surveyed Afloat ~~and~~ Dry Dock Cockatoo Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers 120 lb. (State name of Dock.)

Last Report No. — Port — Docking and Part. L.M.C.-CS.  
 Particulars of Examination and Repairs (if any) Part. L.M.C.-CS.

Periodical Surveys, when held, must be reported in detail and verbatim 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 thorough examination at this time? ✓

" " Donkey " " " no.

If this was not done, state for what reasons? D.B.S. stated to have been carried out at Melbourne 23-10-41 & Completed at Port Pirie as per copy of certificate dated 1-11-41, attached.

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? ✓ 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? ✓

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 P 32 S 64"

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? ✓

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

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

The vessel placed in dry dock. Propellers, outer ends of stern bushes and outside fastenings examined and found in good condition.  
 Now done for Port L.M.C.-CS: All sea injection valves and cocks opened out, examined and found in good condition. The following parts also opened out, examined, and found in good condition:— Starboard Main Engine Nos 1, 2, & 3 crosshead bearings, Starboard starting air receiver internally and externally with mountings, and the port and starboard lubricating oil pumps.

General Observations, Opinion, and Recommendation:—This vessels machinery as far as seen 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, E.S. 9,11, E.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)  
 L.M.C. 140 lb., F.D., &c.)  
 CS 2,34,

now in good condition, eligible in my opinion to remain as classed, and to have record of L.M.C.-CS (with date) noted in the Register Book, when the Survey has been completed.

Survey Fee (per Section 29) £ 4 : 4 : 0 Fees applied for 13/11/41  
 Special Damage or Repair Fee (if any) £ : :  
 Travelling expenses (if chargeable) £ : :  
 Received by me, 19

FRI, 30 JAN 1942

Committee's Minute

Assigned

D.B.S. 10.41

J.E. North  
 (ACTING) Engineer Surveyor to Lloyd's Register of Shipping.

WH79-0209

Lloyd's Register  
 Foundation