

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

(Received at London Office)

FRI. AUG. 23. 1912

Date of writing Report 22nd Aug 1912 When handed in at Local Office 22 Aug. 1912 Port of CARDIFF

No. in Reg. Book. 480 Survey held at Penarth Date First Survey 1st Aug. Last Survey 20th Aug. 1912

on the Machinery of the Wood, Iron or Steel S/S "Tregarth" Master (No. of Voids) 4

Tonnage { Gross 2000 Vessel built at Port Glasgow By whom Dunlop, Bremner & Co When 1912
 Net _____ Engines made at Port Glasgow By whom Dunlop, Bremner When _____

Registered Horse Power _____ Boilers, when made (Main) 1912 (Donkey) _____

No. of Main Boilers _____ Owners Sea Shipping Co Ltd (Rt Hon) Port Liverpool Voyage Southampton

No. of Donkey Boilers _____ If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) _____

Steam Pressure in Main Boilers _____ Particulars of Classification (which cannot be inserted precisely as in Register Book & Supplements).

in Donkey Boilers _____

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Classification

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Yearly or other interval.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>Class contemplated</u>		

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 date and initials of any letters respecting this case. Grants 2nd Aug. London 21st Aug. 1912

- 1. 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?
- 2. Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? _____
- 3. Do. " Donkey " " " " " _____
- 4. If this was not done, state for what reasons? _____
- 5. Did what parts of the Boilers could not be thus thoroughly examined? _____
- 6. Do 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? _____
- 7. Did the Surveyor examine the Safety Valves of the Main Boiler? _____ To what pressure were they afterwards adjusted under steam? _____
- 8. Did the Surveyor examine the Safety Valves of Donkey Boiler? _____ To what pressure were they afterwards adjusted under steam? _____
- 9. Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? _____, and of the Donkey Boiler? _____
- 10. Did the Surveyor examine the drain plugs of the Main Boilers? _____, and of the Donkey Boiler? _____
- 11. Did the Surveyor examine all the mountings of the Main Boilers? _____, and of the Donkey Boiler? _____
- 12. Has screw shaft now been drawn and examined? _____ Is it fitted with continuous liner? _____ or two liners? _____ or is it without liners? _____
- 13. Has shaft now been changed? _____ If so, state reasons _____
- 14. Has the shaft now stepped new? _____ Has it a continuous liner? _____ or two liners? _____ or is it without liners? _____
- 15. State the distance between lignum vite of stern bush and top of after bearing of screw shaft? _____
- 16. If the survey is not complete state what arrangements have been made for its completion and what remains to be done? _____

In reply to the Secretary's letter of the 21st inst regarding the recommendations contained in the Glasgow report No. 16301 on the above vessel, with reference to the stiffening of struts to the feed heater and fitting new pins to the Boiler fastenings. These repairs have not yet been carried out. It has been arranged to fit new plates and pins to the Boiler fastenings. The plates and pins are now made and awaiting the vessel's return from Southampton (where the vessel is trading from Penarth) and it is intended to fit the same as opportunity permits whilst the vessel is loading at Penarth. The Superintendent states the Feed Heater struts will also be dealt with and Feed pump springs renewed on vessel's return.

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, B.S. 0,11, B.&M.S. 0,11, or *L.M.C. 0,11, 140 lb., F.D., &c.

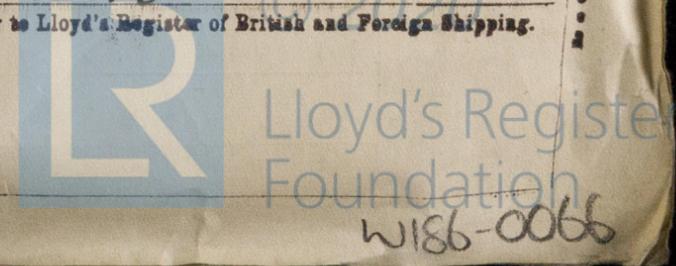
This report is forwarded for the information of the Committee

Survey Fee (per Section 28)..... £	Fees applied for
Special Damage or Repair Fee (if any)..... £	19
(per Section 28.)	Received by me,
Travelling Expenses (if chargeable)..... £	19

T. Hobbs
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute _____ FRI. SEP. 20. 1912

Assigned _____ see minute on C/P 234457



This is a Certificate registered with the Registrar of Companies and is subject to the provisions of the Companies Act, 1900.

It is submitted, that action
in the case be deferred
until the necessary
repairs have been
effected & satisfactory
reported upon.

J.W.N.
11/18/14

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