

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

(Received at London Office 15 MAY 1942)

Date of writing Report 12/5/42

When handed in at Local Office 13 MAY 1942

Port of

HULL

No. in Reg. Book. Survey held at Hull

Date, First Survey 6.5.42. Last Survey 11/5/1942

33802 on the Machinery of the Wood, Iron or Steel Sc. "Trekieve"

(No. of Vols 2)

Tonnage { Gross 5244  
Net 3192

Vessel built at South Shields

By whom J. Readhead &amp; Sons A.

Year. Month. When 1919-11

Nominal Horse Power 513

Engines made at do

By whom do

When do

No. of Main Boilers 3

Boilers, when made (Main) 1919

(Donkey) ✓

No. of Donkey Boilers ✓

Owners Hain S.S. Co. A.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port St. J. J. J.

Voyage

Steam Pressure in Main Boilers 180 lb.

X Surveyed Afloat or in Dry Dock King George Dock

(State name of Dock.)

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

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Survey (including date of N.B., if any).
+100A1		+LMC-10A1
3.42		TS-GL-3.42
SSC/N°3-8.32		
SS Bhn N°2-41		

Last Report No. 102 Port St. J.

Particulars of Examination and Repairs (if any) Repairs (M)

(Periodical Surveys, when held, must be reported in detail and serially 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 " " " " " "

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

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 ✓

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

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? ✓

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

Now done:-

At request of Owners' Super examined repairs to main condenser now carried out to Owners requirements. All condenser tubes & ferrules renewed; tube plates examined & a number of studs renewed. Condenser tested on completion of repairs and found tight and efficient.

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. 2, 11, B.&M.S. 2, 11, & L.M.C. 2, 11, or L.M.C. 140 lb., F.D., &c.)

As far as now seen, is in an efficient condition, eligible in my opinion to remain as classed, without fresh record.

Survey Fee (per Section 29) £ : :

Fees applied for 14 MAY 1942

Special Damage or Repair Fee (if any) £ 2 2 0

(per Section 29.)

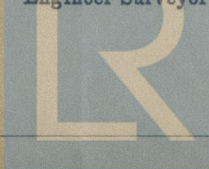
Travelling expenses (if chargeable) £ : :

Received by me, 19

Committee's Minute TUE 2 JUN 1942

Assigned As now

W. B. Edwards  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

W224-0021



Some repairs to condenser effected.

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

L.H.  
29/8/12.



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