

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

(Received at London Office)

22 JUL 1942

Date of writing Report **25th JUNE 1942** When handed in at Local Office **10** Port of **LIVERPOOL**

No. in Survey held at **LIVERPOOL** Date First Survey **25th JUNE** Last Survey **7th JULY 1942**

3816 on the Machinery of the ~~Wood~~ **Steel** **M.V. TREVALGAN.**

Gross **5299** Vessel built at **PORT GLASGOW** By whom **LITHGOWS LD.** When **1937 8.**

Net **3120.** Engines made at **GLASGOW** By whom **BARCLAY, CURLE & Co. LD.** When **1937**

Nominal **449.** Boilers, when made (Main) (Donkey) **1937.**

of Main Boilers. Owners **HAIN S.S. CO. LD.** Owners' Address **LONDON** Voyage **Port**

of Donkey Boilers. **2.** Managers **and** Port **LONDON** Voyage **Port**

eam Pressure **# Surveyed Afloat in Dry Dock **BOTH.****

in Donkey Boilers. **120 lbs.** (State name of Dock.) **QUEENS**

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 elapsed how many years elapsed.	Machinery and Boiler Surveys (including date of N.B., if any).
+100. A.I. Avn		+LMC. 8.37.
with free board 12.41.		D.B.S. 9.41.
		T.S. (CL) 8.40.
		OIL ENGINE.

Particulars of Examination and Repairs (if any) **DKG:4 completion LMC (CS)**

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly 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 details 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.

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

as 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 **NOT DUE**

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) **GOOD.**

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 the 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 the 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 vite or bearing metal of stern bush and top of after bearing of screw shaft **1/8" FULL**

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted

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 survey is not complete, state what arrangements have been made for its completion and what remains to be done **Complete**

Vessel placed in dry dock, propeller and outside sea fastenings examined and found satisfactory.

NOW DONE Main Engine All pistons and liners and cylinders transverse beams and rods examined and found satisfactory. new rings fitted to pistons where required.

For'd auxiliary air compressor examined complete, after boiler feed pump, port fuel oil transfer pump, for'd boiler fuel pump, star'd dynamo engine, all dismantled, examined and found or placed in satisfactory condition. After starting air receiver examined internally and externally and found in satisfactory order and condition.

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. 9.11, B.&M.S. 9.11, * L.M.C. 9.11, or R.L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is in satisfactory order and condition and eligible in my opinion to remain as classed with fresh record of + L.M.C. (CS) with date on completion.

Survey Fee (per Section 29) Pt. 6d.	£ 6 : 0 : 0	Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.)	£ : : :	
Travelling expenses (if chargeable)	£ : : :	
		Received by me,
		19

Committee's Minute **LIVERPOOL** **21. 11. 1942**
Assigned **As now.**

W.P. Holmes © 2019
Engineer Surveyor to Lloyd's Register of Shipping.



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

Is a Certificate required? If so, to be sent to

