

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

(Received at London Office)

30 NOV 1942

Date of writing Report

When handed in at Local Office

Port of

No. in
Reg. Book

Survey held at

Date First Survey

Last Survey

(No. of Visits)

83960

on the Machinery of the Wood, Iron or Steel S.S. Trefusis

Tonnage

Gross 5299
Net 3187

Vessel built at Sunderland

By whom W. Doxford Sons Ltd

When 1918

Nominal
Horse Power

517

Engines made at Glasgow

By whom Harland Wolff Ltd

When 1918

No. of Main Boilers

3

Boilers, when made (Main) 1918

(Donkey)

No. of Donkey Boilers

Managers

Owners' Address

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

Port St. Ives

Voyage

Steam Pressure

180 lbs

X Surveyed Afloat or in Dry Dock Barry docks

(State name of Dock.)

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 assigned for special survey.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A 1		LMC 3-39
11 S-42		B.S. 2-42
SS 2nd No. 11-34		T.S. CL 2-39
S.S. Cf No 1-39.		11-42

Last Report No. 15308 Port BRS

Particulars of Examination and Repairs (if any) Boiler Reps

(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? No

" " Donkey " "

If this was not done, state for what reasons

B.S. not due

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

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? No

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

Now done:- Centre furnace, stand main boiler fitted with double plate strengthening ring, plates 4" x 5/8". Secured by 3/4" stays holes in furnace tapped & stays riveted over on fire side. On completion of repair the boiler was filled with water and stays found tight.

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 CS 3, 34, 140 lb., F.D., &c.)

eligible in my opinion to remain as classed without fresh record of survey Subject to Centre furnace stand main boiler being further examined before end of 2-43 as recommended by Bristol Surveyors.

Survey Fee (per Section 29) £ :

Fees applied for

Special Damage or Repair Fee (if any)

£ :

19

Travelling expenses (if chargeable)

£ :

19

Committee's Minute

FRI. 18 DEC 1942

Assigned

As now

Subject

Haruish W. G. Paton

Engineer Surveyor to Lloyd's Register of Shipping.

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Foundation

W224-0224

Centre furnace of Hart's boiler
reinforced with stiffeners. The Surveyor
recommends this furnace be examined
before end of 2. 43.

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

L. J.
15/12/42.



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