

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

(Received at London Office

10V.29.1919)

28 NOV 1919

Port of Newcastle on Tyne

Writing Report

19

When handed in at Local Office

19

Survey held at South Shields

Date, First Survey 29th Oct

Last Survey 29th Nov 1919

(No. of Visits 5)

on the Machinery of the Wood, Iron or Steel

SS Trefusis ex War Oronite Master

Gross 5298

Net 3229

Red 369

Power 3

Main Boilers 3

Key Boilers None

Pressure 180

Boilers 180

Key Boilers 4

Vessel built at Sunderland

By whom W. Duxford & Sons Ltd

When 1918

Engines made at Glasgow

By whom Harland & Wolff Ltd

When 1918

Boilers, when made (Main) 1918

(Donkey)

Owners Hain SS Co Ltd (2 Hain & Son) Port St. John

Voyage

If Surveyed Afloat or in Dry Dock Afloat & in Dry Dock

(State name of Dock.)

Admiralty 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.

Year Assigned new or re-assigned.

Machinery and Boiler Surveys (including date of N.B., if any).

Report No.

Port

Particulars of Examination and Repairs (if any)

L.M.C.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Where 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 not? ☒ Was a damage report made by anyone else? If so, by whom? ☒

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ☒ Yes

" Donkey " " "

not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined? ☒

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? ☒

Surveyor examine the Safety Valves of the Main Boiler? ☒ Yes

To what pressure were they afterwards adjusted under steam? 185 lb

Surveyor examine the Safety Valves of Donkey Boiler? ☒

To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ☒ Yes

, and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers? ☒ Yes

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? ☒ Yes

, and of the Donkey Boiler?

Shaft now been drawn and examined? ☒ Yes Is it fitted with continuous liner? ☒ Yes or two liners? ☒ or is it without liners? ☒

Now been changed? ☒ No If so, state reasons ☒

Shaft now fitted new? ☒ Has it a continuous liner? ☒ or two liners? ☒ or is it without liners? ☒

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Work done :- The propeller taken off the tail shaft - drawn and examined, the shaft has a continuous liner, wear at stern bush not rewooded, all sea cocks and valves opened out examined and found satisfactory, the tail shaft and propeller fitted, and sea connections closed up, all outside sea fastenings in good condition.

The cylinders, pistons, slides, easings, cranks, thrust, and mel shafting, the air, circulating, feed, bilge, and donkey pumps with their buckets, valves, and connections examined and found satisfactory.

The Steering engine and Windlass opened out examined and in good working order. P.T.O.

General Observations, Opinion, and Recommendation :- The machinery of this vessel 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, E.M.S. 9,11, or L.M.C. 9,11, 140 lb., F.B., &c.)

As far as seen is now in safe working condition and eligible in my opinion for record L.M.C. (red) in the register book.

Shipping	£	:	:	Fees applied for
(per Section 25.)	£	:	:	19
Damage or Repair Fee (if any)	£	:	:	
(per Section 25.)	£	:	:	
Expenses (if chargeable)	£	:	:	Received by me,
	£	:	:	19

Committee's Minute

See original on T.B. report.

TUE. 6 DEC. 1921

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

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

W224-0263

1895

SS Trefenis ex Wm Aconite Continuation of Report No.

The condenser opened out examined, tested and found satisfactory.

The Main Boilers and their mountings opened out examined, put in good working condition, and their safety valves adjusted under steam, valves lifting at 185 lbs.

Repairs to Main Boilers.

A few stays found leaking in way of combustion chambers, stays caulked, and nut reprinted.

The circumferential shell seams caulked where necessary.

A few tubes expanded.

W. L. Hall.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

The machinery of the engine is in good working order and the boiler is in good condition. The engine is in good condition and the boiler is in good condition. The engine is in good condition and the boiler is in good condition.

W. L. Hall.

