

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

(Received at London Office

10V.29.1919)

Writing Report 19 When handed in at Local Office 19

28 NOV 1919

Port of Newcastle on Tyne

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

S.S. Trephurnis ex Non Arcanite Master

GROSS 5298

Vessel built at Sunderland

By whom W. Boxford & Sons Ltd

When 1918

NET 3229

Engines made at Glasgow

By whom Harland & Wolff Ltd

When 1918

RED 369

Boilers, when made (Main) 1918

(Donkey)

MAIN BOILERS 3

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

Voyage

KEY BOILERS None

If Surveyed Afloat or in Dry Dock Afloat & in Dry 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 now or as required.	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.

In 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?

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

" Donkey " " "

If not done, state for what reasons?

Were parts of the Boilers could not be thus thoroughly examined?

Were 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lbs

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? Yes, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler?

Has the propeller shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? or is it without liners?

Has the propeller shaft now been changed? No If so, state reasons

Has the propeller shaft now been fitted new? Has it a continuous liner? or two liners? or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

Is the propeller shaft now 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 renewed, 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, bearings, crank, thrust, and connecting 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 found in good working order. P.T.O.

General Observations, Opinion, and Recommendation :- The machinery of this vessel is in good working order and in my opinion for record L.M.C.

It is recommended that the machinery of this vessel be classified as far as seen is now in safe working condition and eligible in my opinion for record L.M.C. (see also report) in the register book.

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

Committee's Minute

See report on T.B. report.

TUE. 6 DEC. 1919



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Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

If so, to be sent to

W224-0263

1895

SS Trefensis ex Warr 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 this
set as far as now is over in safe working
condition and slight in my opinion for next 24 hrs.
(but) in the repairs boat.

W. L. Hall.