Rpt. 9.

No. 21353

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

(Received at London Office _____)

Date of writing Report 22nd May 1941 When handed in at Local Office 22nd May 1941 Port of Grimsby

No. in Reg. Book. 5168 Survey held at Immingham Date, First Survey 15th May Last Survey 21st May 1941 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "TRESILLIAN"

Tonnage { Gross 4743 / Net 2873

Nominal Horse Power 467

No. of Main Boilers 3

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 180 lbs

in Donkey Boilers 100 lbs

Vessel built at W. Hartlepool By whom W. Gray & Co. Ld When 1925 10 (Year. Month.)

Engines made at Do. By whom Ben. Mar. Eng. Works When 1925

Boilers, when made (Main) 1925 (Donkey) 1925

Owners Hain S.S. Co. Ld Owners' Address (if not already recorded in Appendix to Register Book.)

Managers — Port London Voyage

If Surveyed Afloat ~~or in Dry Dock~~ Immingham Dk. (State name of Dock.)

Last Report No. _____ Port _____

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		+LMC
with freeboard		MS-7-38
3-41		BS-3-41
S.S. Bff. W. 3-7-38		TS-4-39 CL

Particulars of Examination and Repairs (if any) Repairs.

Periodical Surveys, when held, must be reported in detail and seriatim 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 " " " No.

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

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) 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 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 vitæ 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 ✓

Repairs, Licence No. 407 Evaporator coil & drain pipe partly renewed. 4 pels cocks fitted on harbour circulating pump. Dynamo engine forward main bearing keep renewed. 2 liners renewed on circulating pump impeller shaft & neck & gland bushes bored to suit. Main engine & steering engine holding down bolts tightened up. 2 cocks for independent feed pump lubricating system renewed. 2 steam gauges repaired. Floor plates & bearer bars in engine room renewed as necessary.

One bilge suction pipe in engine room from port side of No. 3 hold renewed.

Main & auxiliary inlet valves & auxiliary condenser pump suction valve cemented up.

Clamps & stays fitted on main discharge, ballast pump discharge, auxiliary condenser pump discharge, main engine bilge pump discharge & general service pump discharge valves on ships side.

Other minor repairs effected.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as seen, is in safe working condition and eligible in my opinion to remain as classed without fresh record of survey.

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

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

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £ :

Travelling expenses (if chargeable) £ : :

LICENCE CASE

Fees applied for _____ 19__

Received by me, _____ 19__

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 13 JUN 1941

Assigned As now

Suggested fee 3.0.0

Voyage repairs

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

DA
10/6/41