

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

(Received at London Office)

DEC 29 1939

Date of writing Report 27 Dec 1939, When handed in at Local Office 28 Dec 1939 Port of CARDIFF
 No. in Reg. Book. 35092 Survey held at CARDIFF Date, First Survey 17th Dec 39 Last Survey 22 Dec 1939
 (No. of Visits 3)
 on the Machinery of the Wood, Iron or Steel Sc. "Thurston"
 Tonnage } Gross 3042 Vessel built at Sunderland By whom J. Blumer & Co. When 1918, 10
 Net 1839 Engines made at Sunderland By whom When 1918
 Nominal Horse Power } 419 Boilers, when made (Main) 1918 (Donkey) ☒
 No. of Main Boilers 3 Owners Murrell S.S. Co. Ltd. Owners' Address Port W. Hartlepool Voyage ✓
 No. of Donkey Boilers ✓ Managers J. E. Murrell & Sons (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat ✓ in Dry Dock ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Condition

(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 " " ☒

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 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? 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 5/32

Engine parts, when referred to by numbers, should be counted from forward.

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 Complete.

Now done.

Vessel in dry dock; examined propeller, stern bush and sea fastenings.

Tried steering engine under steam.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as
 (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.E.M.S. 9, 11, & L.M.C. 9, 11, or

*L.M.C. 140 lb., F.D., &c.)

now seen is in good condition and eligible in my opinion, to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ : : ☒

Fees applied for

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

Received by me,

Travelling expenses (if chargeable) £ : : ☒

19

Committee's Minute

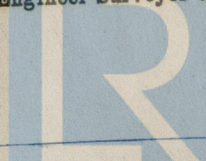
Assigned

FRI 19 JAN 1940

As now

B. Moffatt.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W435-0082

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

Reg. No.

28 Dec. 1918
 23 Dec. 1918
 23 Dec. 1918

When 1918, 10
 When 1918, 10

By whom J. L. Hunter & Co.
 By whom J. L. Hunter & Co.

Particulars of Examination and Repairs (if any)
 Particulars of Examination and Repairs (if any)

22 Dec. 1918
 22 Dec. 1918

22 Dec. 1918
 22 Dec. 1918

22 Dec. 1918
 22 Dec. 1918

22 Dec. 1918
 22 Dec. 1918

22 Dec. 1918
 22 Dec. 1918

22 Dec. 1918
 22 Dec. 1918

22 Dec. 1918
 22 Dec. 1918

22 Dec. 1918
 22 Dec. 1918

22 Dec. 1918
 22 Dec. 1918

22 Dec. 1918
 22 Dec. 1918

22 Dec. 1918
 22 Dec. 1918

22 Dec. 1918
 22 Dec. 1918

22 Dec. 1918
 22 Dec. 1918

22 Dec. 1918
 22 Dec. 1918

22 Dec. 1918
 22 Dec. 1918

22 Dec. 1918
 22 Dec. 1918

22 Dec. 1918
 22 Dec. 1918

22 Dec. 1918
 22 Dec. 1918

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

2-11-1918

L. Moffatt.



© 2019
 Lloyd's Register
 Foundation