

# 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. Survey held at **CARDIFF**. Date, First Survey 17th Dec 39 Last Survey 22 Dec 1939 (No. of Visits 3)

35092 on the Machinery of the ~~Wood, Iron or Steel~~ Sc. "Thurston"

Tonnage } Gross 3072 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 } 479 Boilers, when made (Main) 1918. (Donkey) ✓

No. of Main Boilers 3 Owners **Murrell S.S. Co. Ltd.** Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers ✓ Managers **J. E. Murrell & Sons** Port **N. Hartlepool** Voyage ✓

Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Junction D. & Roach Basin Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

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

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

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(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? **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. 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 **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, E.S. 9,11, 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 ✓ 19

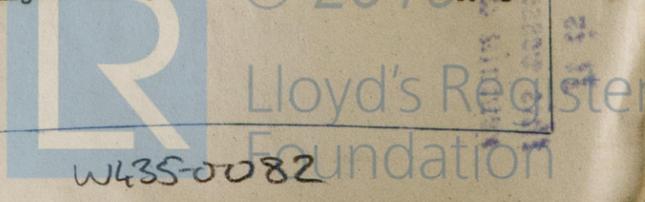
Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, ✓ 19

Travelling expenses (if chargeable) £ : : ✓

Committee's Minute **FRI 19 JAN 1940**

Assigned **As now**

**S. Moffatt.**  
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

W435-0082

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

Reg. No.

38 Dec. 23 Port of  
25 Dec. 23  
When 1918, 10  
When 1918, 10  
By whom J. Blumer & Co.  
By whom  
1918  
J. E. Russell & Sons  
Port N. Thompson  
1918  
J. E. Russell & Sons  
Port N. Thompson  
1918

Particulars of Examination and Repairs (if any) made  
No  
22 lbs No. 3-1-32  
22 lbs No. 1-2-1

General Observations, Opinions, and Recommendations  
The machinery of this vessel is  
in good condition and eligible in my opinion to  
remain as it is without further repairs.

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

2-11-1918

J. E. Russell & Sons

