

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

(Received at London Office DEC 8 1937)

Date of writing Report 6.12.37 When handed in at Local Office 6.12.37 Port of HULL

No. in Survey held at Hull Date, First Survey 25/11/37 Last Survey 2/12/1937
eg. Book. 5113 on the Machinery of the Wood, Iron or Steel S.S. THORPEHALL (Ex BAZAN 36 Ex OLYMPIE) (No. of Visits 4)

Gross Tonnage 1251 Net 744 Vessel built at Sunderland By whom Sunderland S.B. Co., Ltd When 1910-7
Engines made at Sunderland By whom M.E. Marine Eng. Co., Ltd When 1910
Nominal Horse Power 170 Boilers, when made (Main) 1910 (Donkey) 1910

No. of Main Boilers 1SB Owners Westcliff Shipping Co., Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers J. O. Bell Port London Voyage ✓
Team Pressure in Main Boilers 180 lbs/p ✓ Surveyed Afloat or in Dry Dock King George Dry Dock & Albert Dock (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) Docking, TS & BS

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.
London H. 20.11.37

Has a damage report been 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

Was this done, state for what reasons? Main boiler already examined. Donkey boiler see below.

What parts of the Boilers could not be thus thoroughly examined? _____

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. Donkey boiler 30.11.37 Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? 180 lbs/p

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? Yes (Part)

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? Yes (Part)

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the shaft now been changed? No 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 25.11.37 State the distance between lignum vitæ 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? ✓

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 CARDIFF REPORT N° 52129.

Now Done :- Vessel placed in drydock, propeller, stern bush & outside fastenings examined. Screw shaft drawn, examined, and found in good order. Wear down as above.

SR List Cast iron propeller renewed. Existing propeller now placed in hold as spare.

Boiler Survey Main boiler safety valves adjusted to pressure stated above. Donkey boiler examined internally & externally. Owing to heavy scale & corrosion it was not possible to thoroughly examine the boiler at this time.

Two test holes were drilled in shell close to safety valve chest & top manhole & thickness found to be 9/32" & 5/16" respectively.

It is recommended that all lagging be removed & the boiler thoroughly cleaned & further examined before again being used. Blank flange fitted in donkey boiler steam line.

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

now seen, is in a safe working condition, eligible in my opinion to remain as classed & have fresh record of TS. CL 11, 37 & BS 10, 37 subject to donkey boiler not being used before being further examined.

Note re propeller should now be removed from SR list.

Survey Fee (per Section 29) £ : : Fees applied for _____
Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, _____
Voyelling expenses (if chargeable) £ : : _____

Committee's Minute _____
Signed P.S. 10.37 subject TUE. 21 DEC 1937
H.W.B. Edwards & J.A. Orle
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register of Shipping
WS10 FOL 22

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