

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

(Received at London Office THU. FEB. 24. 1916)

Date of writing Report 18th Feb. 1916 When handed in at Local Office 23rd Feb. 1916 Port of Hull  
No. in Reg. Book. 1120 Survey held at Hull Date, First Survey 10. 2. 16 Last Survey 17. 2. 1916  
on the Machinery of the Wood, Iron or Steel S.S. "TREWYN" Master N.W. Quick  
Tonnage { Gross 3084 Vessel built at South Shields By whom J. Headhead & Sons When 1903  
Net 1989 Engines made at South Shields By whom J. Headhead & Sons When 1903  
Registered Horse Power 281 Boilers, when made (Main) 1903 (Donkey) 1903  
No. of Main Boilers 2 Owners Thos. S. S. Co. Ltd. (E. Hair & Son) Port & Lanes Voyage  
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock ngs  
Steam Pressure in Main Boilers 160  
in Donkey Boilers 80 (State name of Dock.)

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) Locking  
Periodical Surveys, when held, must be reported in detail and serially 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.

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 A.1. With Freeboard 2, 14 SS. Bry No 2, 12		* L.M.C. BS. 6, 15 MS. 1, 15 TS. 6, 15.

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? ☒  
Do. " Donkey " " " " ☒  
If this was not done, state for what reasons? BS 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? ☒  
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 Boiler? ☒  
Did the Surveyor examine the drain plugs of the Main Boilers? ☒ , and of the Donkey Boiler? ☒  
Did the Surveyor examine all the mountings of the Main Boilers? ☒ , and of the Donkey Boiler? ☒  
Has screw shaft now been drawn and examined? yes. Is it fitted with continuous liner? yes. or two liners? ☒ or is it without liners? ☒  
Has shaft now been changed? no. If so, state reasons Found in good order  
Is the shaft now fitted new? ☒ Has it a continuous liner? ☒ or two liners? ☒ or is it without liners? ☒  
State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Stern bush rewooded.  
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.  
Locking

Now done :- Vessel placed in dry dock.  
Tail shaft examined found in good order.  
Ridge on overhaup of liner chipped off.  
Propeller fastenings, ropewings in order.

General Observations, Opinion, and Recommendation :- The Machinery as now  
(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.C.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)  
seen is in good order, eligible in my opinion to  
remain as classed, and have fresh record of  
Tail shaft last seen 2.16 in the Register book.

Survey Fee (per Section 28) £ : : Fees applied for 23. 2. 1916  
Special Damage or Repair Fee (if any) £ : : ngs  
(per Section 28.)  
Travelling Expenses (if applicable) £ : : Received by me, 29. 2. 1916  
Spec. Alter. Fee. £2 2 0 J. G. Mackillop  
Engineer Surveyor to Lloyd's Register of Shipping.



Screw shaft etc Examined.

It is submitted that  
this vessel is eligible to  
remain as CLASS III

N.B.—If this Report is copied by Copying Press, especial 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

52.16

JWD.

28/7/16.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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