

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

(Received at London Office THU. JUN. 13. 1918)

12 JUN 1918

Writing Report 19 When handed in at Local Office Port of Newcastle on Tyne

Survey held at South Shields Date, First Survey 27th May Last Survey 31st May, 1918.

on the Machinery of the Wood, Iron or Steel S.S. Thielrecht Master

Gross 1284 Vessel built at Krimpen By whom Van der Giessen + Zonen When 1916 YEAR MONTH.

Net 746 Engines made at Krimpen By whom Abblasserdam Misch fab When 1916

Boilers, when made (Main) 1916 (Donkey)

Owners The Shipping Controller (Rt Hon Mrs) Port London Voyage

If Surveyed Afloat or in Dry Dock Dry Dock

(State name of Dock.) Smiths

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.	Year Assigned now required.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>† 100A1</u> <u>3, 17</u>		<u>† L.M.C. 5, 16.</u>
<u>DAMGO BATTENS NOT FITTED.</u>		

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Conditions for M.O.S.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 those being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any persons respecting this case.

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?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey " " " " ✓

was not done, state for what reasons? ✓

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? ✓

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 184 lbs

Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? ✓

Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? ✓

Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? ✓

Propeller shaft now been drawn and examined? Yes Is it fitted with continuous liner? No or two liners? No or is it without liners? Yes

Shaft now been changed? No If so, state reasons ✓

Shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/32"

Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Work now done :- The propeller taken off the tail shaft drawn all sea cocks & valves opened up and examined, the tail shaft & propeller refitted and sea connections closed up all outside fastenings in the working condition

The cylinders, pistons, slides, casings, crank, thrust and tunnel shafting, the air, circulating, feed, bilge, and donkey engine pumps with their buckets, valves, and connections examined and found in good condition, with the exception of the circulating pump rod which was found wasted, has now been renewed, and the I.P. piston rod has been skimmed up and new gland bush & neckring refitted

The steering engine and windlass opened up examined and put in P.T.O.

General Observations, Opinion, and Recommendation :- The machinery of this vessel as far as seen is now in safe working condition and

is in my opinion to remain as classed with record of tail shaft - seen 5.18.

Survey Fee (per Section 28) £ _____

Special Damage or Repair Fee (if any) (per Section 28.) £ _____

Printing Expenses (if chargeable) £ _____

Fees applied for

19

Received by me,

19

M.L. Hall 2020
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

TUE JUN. 18. 1918

As now

Committee's Minute

signed

This is a Certificate required by the Rules, to be sent to the Registrar of Shipping.

Machinery of boilers examined
& repairs effected

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.

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

13.5.18

[Signature]
13.6.18

good working order.

The main boilers examined in their entirety, put in good condition and their safety valves adjusted under steam.

Port Boiler

Front circumferential seam in way of port furnace 22 rivets caulked & landing edge, also 10 rivets in way of Starboard furnace caulked together with landing edge. One rivet caulk in circumferential seam at back end of boiler shell.

Starboard Boiler

Front circumferential seam in way of port furnace 10 rivets caulked & landing edge, also 6 rivets in way of starboard furnace caulked together with landing edge, also port and Starboard furnace mouths landing edges caulked & rivets where necessary

Spigot at back end of boiler shell caulked in way of blow down valve.



© 2020
Lloyd's Register
Foundation

OF THE SERVICES AND REGULATIONS FOR THE CLASSIFICATION OF VESSELS