

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

(Received at London Office)

12 NOV 1940

Date of writing Report 5-11-40 When handed in at Local Office 5-11-40 Port of London
No. in Survey held at London Date, First Survey 24-10-40 Last Survey 4-11-40
146 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. S.S. "TREBARTHA" (No. of Visits 4)

Age { Gross 4597 Vessel built at South Shields By whom J. Readhead & Sons Ltd. When 1920-12
Net 2817 Engines made at - do - By whom - do - When - do -
Nominal 425 Boilers, when made (Main) 1920 (Donkey)
orse Power of Main Boilers 3 Owners Hain S.S. Co. Ltd. Owners' Address
of Donkey Boilers 1 Managers Port Voyage
Main Pressure 180lb If Surveyed Afloat or in Dry Dock Afloat & Dry Dock
Main Boilers 40lb (State name of Dock.) R. Albert, Blackwell D.D. & Greenwich Buoy
Donkey Boilers

ast Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) B.S. & Docking
Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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.

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

as a damage report made by anyone else? If so, by whom?

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

" " Donkey " " " "

this 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?

te latest date of internal examination of each boiler Starboard & aft 24-10-40. Port 2-11-40 Present condition of funnel satisfactory

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

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

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers? yes, and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers?

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?

shaft now been changed? no If so, state reasons Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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?

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? yes

o, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

now done:- Vessel placed in dry dock, propeller, after end of stern tube, sea connections and their fastenings examined. The three main boilers examined internally and externally together with their principal mountings. All found or placed in good condition. Safety valves adjusted under steam as stated above.

repairs due to wear & tear:- Five welded c.c. back stays, two stop valves & seats, one check valve and several plain tubes renewed. Mountings and sea connection overhauled.

General Observations, Opinion, and Recommendation:- The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh record of BS 11, 40.

ey Fee (per Section 29) £ 4 : - : Fees applied for
ual Damage or Repair Fee (if any) £ Received by me,
(per Section 29.)
elling expenses (if chargeable) £
mmittee's Minute
signed

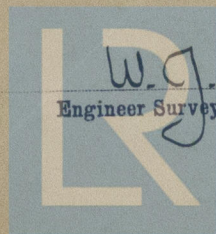
JUL 19 NOV 1940

11.40

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Received by me,

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Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W90-0004

BS due 8.40 held.
Lime tubes & stays renewed.

It is submitted that
this vessel is eligible for
THE RECORD. BS 11.40.

L.Y.
15/11/40.



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