

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

30 OCT 1940

(Received at London Office)

HULL NOV -1 1940

Date of writing Report 19 When handed in at Local Office 19 Port of Hull

No. in Reg. Book. 85338 Survey held at Hull Date, First Survey 7. 10. 40 Last Survey 18. 10. 1940 (No. of Visits 7)

on the Machinery of the Wood, Iron or Steel TYMERIC

Tonnage Gross 5228 Net 3178 Vessel built at Newcastle By whom Hawthorn Leslie & Co. Ld. When 1919-5

Nominal Horse Power 517 Engines made at Do By whom Palmers' Co. Ld. When 1919.

No. of Main Boilers 358 Boilers, when made (Main) 1919 (Donkey) ✓

No. of Donkey Boilers none Owners Bank Lim Ld. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lb Managers A. Weiss & Co. Port Glasgow Voyage

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock King George 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) General Examination

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.

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? Yes

" " Donkey " " " " ✓

this was not done, state for what reasons? ✓

and what parts of the Boilers could not be thus thoroughly examined? ✓

so 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 P 8.10.40 C 9.10.40 S 15.10.40

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lb

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? Yes, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boilers? ✓

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

screw shaft now been drawn and examined? ✓ 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? ✓ If so, state reasons ✓

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 ✓

Engine parts, when referred to by numbers, should be counted from forward.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Generally only as below.

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. General Examination B.S. complete.

Done: Generally examined main and auxiliary machinery, for postponement Special Survey 2nd N° 2, including electrical installation but without opening up. Found machinery in general good condition examined boilers internally and externally with all mountings, doors and fastenings. Examined boilers under steam and adjusted their safety valves as above.

General Observations, Opinion, and Recommendation:—

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.)

CS 8, 34, 140 lb., F.D., &c.)

eligible to remain as classes with fresh record of BS 10, 40.

Fee (per Section 29) 85 £ 4: 0: 0 Fees applied for 19

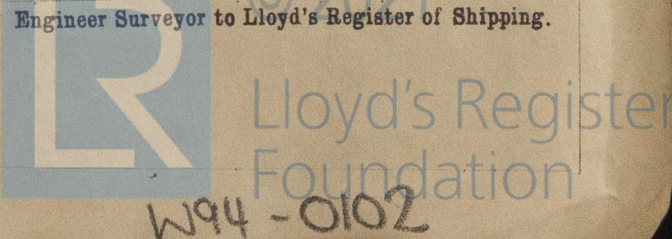
Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 30 OCT 1940

ing expenses (if chargeable) £ : : 19

mittee's Minute FRI 22 NOV 1940

ned 10.40

W. S. Shields
Engine Surveyor to Lloyd's Register of Shipping.



Sheld
Machinery Generally examined
No 2 dis 4. 40

It is submitted that
this vessel is eligible for
THE RECORD. AS 1040

SA

12/11/40



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Foundation