

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

Date of writing Report 28<sup>th</sup> August 1947 When handed in at Local Office 29 AUG 1947 (Received at London Office 22 SEP 1947)  
 No. in Survey held at Blackwater River near West Mersea Port of London  
 g. Book 14450 Date 21-8-1947 First Survey and Last Survey 21-8-1947  
 on the Machinery of the Wood, Iron or Steel T.S.S. THEMISTOCLES (No. of Visits one)

Gross 11230 Vessel built at Belfast By whom Harland & Wolff Ltd Year 1911 Month 1  
 Net 6646 Engines made at Belfast By whom Harland & Wolff Ltd When 1911  
 Nominal 1075 MN Boilers when made (Main) 1911 (Donkey) ✓  
 Horse Power 3200 (H) + 250 (S) + 8 (D) Owners Shaw, Savill & Albion Ltd. Owners' Address Southampton  
 No. of Main Boilers 3 Managers ✓ (If not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat Port Southampton Voyage ✓  
 Steam Pressure in Main Boilers 215 lb  
 in Donkey Boilers ✓ (State name of Dock.)

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

ast Report No. Port  
 Particulars of Examination and Repairs (if any) Interim Cert. for one voyage  
 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.

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? ✓

Donkey ✓

not, 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? ✓

State latest date of internal examination of each boiler ✓

Did the Surveyor examine the Safety Valves of the Main Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ 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 Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

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

Has the screw shaft now been drawn and examined? ✓ Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

Has shaft now been changed? ✓ If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft ✓ State the wear down in the stern bush ✓

Is electric light and/or power fitted? ✓ If so, 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? ✓

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Now Done. Chief Engineer consulted and all machinery stated to be in satisfactory working condition.

Main engine tested under working conditions at morning. All pumps for essential services tested under working conditions. Steering engine, windlass and electrical installation tested under working conditions. Boilers seen under steam.

All found in efficient condition.

The Port Main Engine HP crank was examined as far as practicable without popping up and found in good order and it was stated in board that the bottom end bearing had been working satisfactorily.

It is considered that the machinery is in satisfactory condition for the contemplated voyage to the River Clyde where the vessel is to be taken up.

The machinery of the vessel is in efficient condition and eligible in my opinion to proceed as at present classed for a voyage from the River Blackwater to the River Clyde direct, via the English & Irish Channel, in ballast condition.

General Observations, Opinion, and Recommendation: The machinery of the vessel is in efficient condition and eligible in my opinion to proceed as at present classed for a voyage from the River Blackwater to the River Clyde direct, via the English & Irish Channel, in ballast condition.

(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, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 A, FD, &c.)

condition and eligible in my opinion to proceed as at present classed for a voyage from the River Blackwater to the River Clyde direct, via the English & Irish Channel, in ballast condition.

Interim Certificate placed in board, copy herewith attached.

Survey Fee (per Section 29) £ Fees applied for 19

Special Damage or Repair Fee (if any) £ Received by me, 19

Travelling expenses (if chargeable) 3.00

Committee's Minute Deferred

Assigned Deferred

Engine Surveyor to Lloyd's Register of Shipping.

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