

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

(Received at London Office 28 OCT 1941)

Date of writing Report 31<sup>st</sup> Aug 1941 When handed in at Local Office Port of CAPE TOWN.

No. in Reg. Book Survey held at CAPE TOWN Date First Survey 27<sup>th</sup> Aug Last Survey 28<sup>th</sup> Aug 1941  
5475 on the Machinery of the Steel S. S. "THISTLE GORM" (No. of Visits Two)

Tonnage Gross 4896 Net 2750 Vessel built at Sunderland By whom J. L. Thompson & Sons Ltd. When 1940 6  
Engines made at do. By whom N. E. Marine Eng Co (938) Ltd. When 1940  
Nominal Horse Power 365 Boilers, when made (Main) 1940 (Donkey) 1940  
No. of Main Boilers 2 Owners Albyn Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers 1 Managers Allan Black & Co. Port Sunderland Voyage  
Steam Pressure in Main Boilers 220 lb/sq in If Surveyed Afloat in Dry Dock Yes  
in Donkey Boilers 220 lb/sq in 640/2 (State name of Dock.)

Last Report No. 2146 Port Lyth. Gls.  
Particulars of Examination and Repairs (if any) Boiler Repair

Periodical surveys, when held, must be reported in detail and verbatim 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?

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

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?

State latest date of internal examination of each boiler. Present condition of fannel(s).

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 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? 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?

Has shaft now been changed? 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?

State date of examination of Screw Shaft. State the distance between lignum vite 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 foreward. 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?

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

Defects were reported in all three Combustion Chambers of Starboard Main Boiler.

It was found, on examination, that C.C. wrapper plate seams, numerous furnace flange rivets and several C.C. stays were all leaking.

Following repairs were now carried out: - Starboard furnace, Approx 2 ft of C.C. wrapper plate seams caulked; 6 furnace flange rivets caulked at C.C. end & 7 C.C. stays caulked & nuts rejointed.

Port furnace, Approx 9 ft of C.C. wrapper plate seams caulked; 56 furnace flange rivets at C.C. ends caulked; & 16 C.C. stays caulked & their nuts rejointed.

Port furnace, 10 furnace flange rivets at C.C. end caulked; & 4 C.C. stay caulked and their nuts rejointed.

The Starboard Main Boiler was subsequently hydraulically tested to 220 lb/sq in & found satisfactory.

### 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 S.L.M.C. 149 W., F.D., &c.)

The machinery of this vessel is eligible in my opinion, to remain as classed, without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for 28/8/ 1941  
Special Damage or Repair Fee (if any) £ 5 : 5 : 0  
Travelling expenses (if chargeable) £ 0 : 10 : 6  
Received by me, \_\_\_\_\_ 19

Committee's Minute As now  
Assigned \_\_\_\_\_

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned new survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 AI		+LMC
with 740		3.11
fuelboard 3,41		6,40
		TSCL
Tonnage opening closed '41 (W.E)		

Charles Ritchie  
Engineer Surveyor to Lloyd's Register of Shipping.

