

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

AUG 12 1938

(Received at London Office)

Date of writing Report 10 When handed in at Local Office 11/8/1938 Port of BARRY

No. in Reg. Book. 8524 Survey held at BARRY Date, First Survey 3rd August Last Survey 10th August 1938 (No. of visits 5)

on the Machinery of the Wood, Iron or Steel S.S. TREMEADOW "NOW SAGITTA"

Tonnage } Gross 5269
 Net 3187 Vessel built at Glasgow By whom D. & W. Henderson & Co. Ltd. When 1919-3

Nominal Horse Power } 517 Engines made at Glasgow By whom D. & W. Henderson & Co. Ltd. When 1919
 of Main Boilers 3 Boilers, when made (Main) 1919 (Donkey)

of Donkey Boilers Owners Main S.S. Co. Ltd. Owners' Address
 Steam Pressure 180 Managers (if not already recorded in Appendix to Register Book.)
 of Main Boilers Port St. Ives Voyage

If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)
 (State name of Dock.) Groving dock and Bang dock.

Previous Report No. _____ Port _____

Particulars of Examination and Repairs (if any) General Examiner. S. 25-7-38

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 details being detailed in the body of the report, should be briefly summarized at the end of the report. State also the dates and initials of any letters respecting this case.

Where 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

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

Where 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?

What is the latest date of internal examination of each boiler? Centre and Stern 3-8-38 Port 8-8-38 Present condition of funnel? efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 180 lbs/sq"

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? and of the Donkey Boilers?

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

Has the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed? no If so, state reasons

Has 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?

What is the date of examination of Screw Shaft? 4-8-38 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 gas fitted? yes

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

Now Done: Vessel placed in drydock. Propeller, propeller shaft down in, stern bush and gland, sea cocks and all outside fastenings examined and found good.

Main boiler examined internally and externally together with principal boiler mountings and fittings and all found in good condition. All safety valves adjusted to above pressure and boiler examined under steam. Washers noted.

The following main engine parts opened out, examined and found in order: L.P. piston, cylinder, cross, bottom end and crank pin, ahead eccentric strap and sheave, H.P. valve and valve chest, M.P. crosshead and brasses, No. 4 main bearing, No. 4 thrust shoe, and main condenser. The remainder of the main and aux. machinery generally examined and all machinery seen under working conditions. (continued.)

General Observations, Opinion, and Recommendation:— The machinery of this Vessel so far as now seen is in good condition and eligible in my opinion to remain as classed with Fresh Record of B.S. 8-38 and Tail shaft seen 8-38. C.L.

(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, E.&H.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

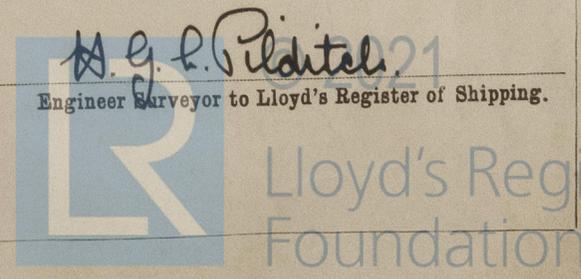
Survey Fee (per Section 29) General Examiner £ 7 : 7 : 0 Fees applied for 11/7/1938

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 27/9/1938

Travelling expenses (if chargeable) £ : : 2/9

Committee's Minute FRI 2 SEP 1938

Assigned B.S. 8-38



Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

BARRY.

Continuation of Report No 23754 dated 11th August 1938 on the

S.S. TREMEADOW "NOW SAGITTA."

and) neither the boilers nor the main steam pipes were hydraulically tested at this time. Spare gear checked and list attached.

This Vessel has now been renamed "SAGITTA" Port of registry Torre del Greco. Owner Biagio Borriello. Managers Fauro and Montella of Via A. Depretis 5, Naples.

Provisional Certificate of Classification for the Registro Italiano attached to hull report.

A. G. R. P.

PS held, screw shaft examined & machine generally examined in connection with clamp failure with the R.I.

It is submitted that this should be the job

of the R.I. PS 8.38 S 8.38

20/8/38



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