

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

(Received at London Office)

19 MAY 1950

Date of writing Report..... 19..... When handed in at Local Office..... 17 MAY 1950..... 19..... Port of..... HULL

No in Reg. Book..... Survey held at..... Goole..... Date..... First Survey..... 10. 5. 50..... Last Survey..... 11. 5. 19 50..... (No. of Visits..... 2.....)

28024 on the Machinery of the ~~Wood-iron~~ Steel S. Sc. S.S. "TELMARA"

Tonnage { Gross 1033 Vessel built at Dartmouth By whom Philip & Son, Ltd. When 1925 1
Net 516 Engines made at -do- By whom -do- When -do-
Nominal 13011N Boilers, when made (Main) 1925 (Donkey) -
Horse Power { Owners Chr. Holm Jacobsen Owners' Address -
(if not already recorded in Appendix to Register Book.)
No. of Main Boilers 2SB Port London Voyage -
No. of Donkey Boilers - Managers -
Steam Pressure - If Surveyed Afloat or in Dry Dock Afloat-Barge Dock.
in Main Boilers 1801b. (State name of Dock.)
in Donkey Boilers -

Last Report No. Port General Examination.

Particulars of Examination and Repairs (if any)

(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 through examination at this time? Yes

" " Donkey " " " "

If 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 6.4.50. Present condition of funnel(s) efficient

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?

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

This vessel has now been sold to an Owner in the Faroe Islands for the purpose of dismantling for use as a factory. A certificate was requested in order that vessel might go under own power in ballast direct to Oyiareingir for the purpose as mentioned above.

Now Done:- A general examination of machinery carried out as under.

P. & S. boilers examined internally and externally. Main and auxiliary machinery, O.F. installation and steam smothering, pumping arrangements, safety valves tested under working conditions and found efficient for the proposed voyage.

Interim certificate issued, copy attached hereto.

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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

Eligible in my opinion to remain as classed without fresh record of survey for the purpose of this voyage only.

Survey Fee (per Section 29) & cert. £ 5 : 5 : Fees applied for (New Owners) 17 MAY 1950
Special Damage or Repair Fee (if any) £ : : Received by me, 19
(per Section 29.)
Travelling expenses (if chargeable) £ : :

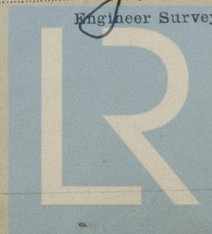
Committee's Minute

Assigned

TUES. 13 JUN 1950

Deferred

J. Dobbie
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

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

examination
Machinery & Boilers

It is submitted that this
vessel is eligible to remain
as CLASSED.

me
8.6.50



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