

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

(Received at London Office)

Date of writing Report.....19..... When handed in at Local Office.....10. 1. 19. 44 Port of Glasgow
 No. in Reg. Book. 39937 Survey held at Glasgow Date. First Survey 4 Last Survey 3rd Jan. 44
 (in Suppl.) on the Machinery of the Wood, Iron or Steel M.V. "Trevarion" (No. of Visits 1)

Tonnage { Gross 7300 Vessel built at Port Glasgow By whom Lithgows Ltd.
 Net ✓ Engines made at Glasgow By whom Harland & Wolff Ltd.
 Nominal ✓ Boilers, when made (Main) ✓ (Donkey) ✓ When 1943
 Horse Power ✓ Owners Hain S.S. Co. Ltd. When 1943
 No. of Main Boilers ✓ Managers ✓ Owners' Address ✓
 No. of Donkey Boilers ✓ (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers ✓ Port London Voyage ✓
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Yes
 (State name of Dock.) Govan No. 1-5 B.

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

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Propeller Damage.

(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 Yes not required

Was a damage report made by anyone else? If so, by whom? Underwriter Surveyors

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

" " 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 ✓

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

To what pressure were they afterwards adjusted under steam? good

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? No

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 ✓

stern bush a fit

Is electric light and/or power fitted? Yes

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 Complete

Damage stated to have been caused by propeller striking a buoy in the Channel off Port Glasgow on the 29th Dec. 43.

Now done for Damage. Vessel placed in dry dock propeller, after end of stern tube, and outside fastenings of under water sea connection examined and found ✓ placed in good condition. Solid four bladed bronze propeller. 1 blade tip found bent off 1" over a length of 6". This blade has been faired in position and found satisfactory

General Observations, Opinion, and Recommendation: The machinery of this vessel so far as

(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, LMS 9,11 or LMC 140 lb., FD, &c.)

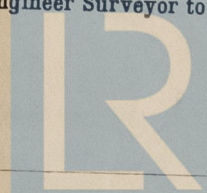
now seen is in a safe working condition and eligible in my opinion to remain as classed without fresh record of Survey.

Survey Fee (per Section 29) £ : ✓ Fees applied for 19
 Special Damage or Repair Fee (if any) £ : ✓ Received by me, 19
 (per Section 29.)
 Travelling expenses (if chargeable) £ : ✓

Committee's Minute GLASGOW 25 JAN 1944

Assigned See Ex. 1. 2. Report 22560

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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