

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

(Received at London Office)

12 MAY 1941

Date of writing Report 8-5-41 When handed in at Local Office 8-5-41 Port of Newport

No. in Reg. Book 85174 Survey held at Newport Date, First Survey 23-4-41 Last Survey 2-5-1941  
 " TREVERBYN (No. of Visits 4)

Tonnage { Gross 5281 Vessel built at Glasgow By whom Harland & Wolff Ltd. When 1920-1  
 Net 3196 Engines made at do By whom do When 1920

Nominal Horse Power 517 Boilers, when made (Main) 1920 (Donkey) do When 1920

No. of Main Boilers 3 Owners Am S.S. Co Ltd Owners' Address St. John's Voyage do

No. of Donkey Boilers 1 Managers do (if not already reported in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

in Donkey Boilers do (State name of Dock.) Bairley's Dry Dock

Last Report No. do Port do

Particulars of Examination and Repairs (if any) Docking T.S. + 100 A.I. 540  
Comp GEN EXAM. + 100 A.I. 540  
SS. 24/1 4.3 - 5.32  
SS. 24/1 17/1 - 37.  
M.S. 9.36  
B.S. 11.40  
C.L. 12.38

(Periodical Surveys, when held, must be reported in detail and seriatim 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? Yes Not required

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" " Donkey " " do

If this was not done, state for what reasons? Not prepared

And what parts of the Boilers could not be thus thoroughly examined? do

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? do

State latest date of internal examination of each boiler Present condition of funnel(s) do

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? do To what pressure were they afterwards adjusted under steam? do

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? do and of the Donkey Boilers? do

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

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

Has 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? No

Has shaft now been changed? No If so, state reasons do

Has the shaft now fitted been previously used? do Has it a continuous liner? do Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? do

State date of examination of Screw Shaft 24/4/41 State the distance between ligum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? do

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

Now done on account of stated heavy weather between 5<sup>th</sup> & 12<sup>th</sup> December 1940 whilst on voyage

Oban to St. John New Scotia.

Vessel placed in dry dock; propeller & outside fastenings examined & found in order.

Screw shaft drawn in and examined. Groove noted on lower part of shaft and but considered

efficient, ligum vitæ in stern bush also worn at outer end corresponding to groove

After section of ligum vitæ top & bottom renewed

GEN EXAM. (See Report Rep): - Dynamometer engine removed ashore and a reconditioned 11 kW

machines fitted. Electrical installation tested, repaired as necessary, tried under working

conditions on completion & found in order.

S.R.L.: - Bridge pillars of auxiliary slip valve, Centre boiler, renewed.

General Observations, Opinion, and Recommendation: The machinery of this vessel is

(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

now seen, is in efficient condition & eligible in my opinion to remain as classed

with record of B.S. 11, 40 & EXAMINED (with det.) as previously recommended

and notation C.L. 4, 41.

LICENCE CASE.

Survey Fee (per Section 29) £ : : Fees applied for May 19 41  
 Special Damage or Repair Fee (if any) (per Section 29.) £ 2 : 2 Received by me, R. Rodger  
 Travelling expenses (if chargeable) £ : : 19  
 Committee's Minute TUE. 27 MAY 1941  
 Assigned Deferred



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

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

Electrical installation repaired

& tested

Also stop valve of Centre Boiler

repaired -

Weather damage - R shaft examined

Examined 541, 12 nos

\$4.41

Clear without special condition.

GA  
23/5/41



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