

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

(Received at London Office)

JUL 23 1940

Date of writing Report 22<sup>nd</sup> July 1940, When handed in at Local Office 22<sup>nd</sup> July 1940, Port of Falmouth  
 No. in Reg. Book 84747 Survey held at Falmouth Date, First Survey 1<sup>st</sup> July Last Survey 8<sup>th</sup> July 1940  
 on the Machinery of the ~~Wood, Iron or Steel~~ M.S. "THIARA" (No. of Visits 3)  
 Tonnage Gross 10364 Vessel built at Newcastle By whom Swan, Hunters & Wigham Richardson When 1939-10  
 Net 6177 Engines made at Newcastle By whom Hawthorn, Leslie & Co. Ltd. When 1939  
 Nominal Horse Power 628 Boilers, when made (Main)  (Donkey) 1939  
 No. of Main Boilers  Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address \_\_\_\_\_  
 No. of Donkey Boilers 2 Managers \_\_\_\_\_ Port London Voyage \_\_\_\_\_  
 Steam Pressure in Main Boilers  If Surveyed Afloat  in Dry Dock Falmouth No. 3 dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers 180 (State name of Dock.) \_\_\_\_\_

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Condition: Part CS.

(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?

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

" " Donkey " " "  No.

If this was not done, state for what reasons? Boilers not due for survey.

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 funnel(s) Good.

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 screw shaft now been drawn and examined? No. 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 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?

State date of examination of Screw Shaft  State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/64

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? No.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. See Form 7E.

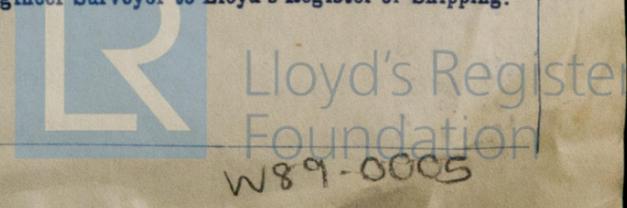
Now Done: Vessel placed in dry dock. The propeller, after end of stern bush and outside fastenings of sea connections examined and found in good condition.  
CS:- The following items opened out for examination and found in good condition:-  
 No 2 and 9 main cylinder liners, covers, pistons and rods, valves and valve gears.  
 Piston cooling water and lubricating oil coolers examined and tested.

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 +LMC CS (with date) when the survey has been completed.

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

C. Thomas  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE: 30 JUL 1940  
 Assigned As now



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

2000 01 07  
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C.S. commenced

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

26/7/40

Don't

Don't

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Don't

