

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

(Received at London Office)

JUL 23 1940

Date of writing Report 22nd July 1940 When handed in at Local Office 22nd July 1940 Port of Falmouth
No. in Reg. Book. 84747 Survey held at Falmouth Date, First Survey 1st July Last Survey 8th 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, Hunter & 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 (if not already recorded in Appendix to Register Book.)
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

Last Report No. Port
Particulars of Examination and Repairs (if any) Condition: Port 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, (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, R.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
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 19
Special Damage or Repair Fee (if any) £ : ✓ Received by me, ✓
(per Section 29.)
Travelling expenses (if chargeable) £ : ✓ 19

Committee's Minute TUE. 30 JUL 1940

Assigned As now

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

Lloyd's Register Foundation
W89-0005

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

SEL ENGINE CONTINUOUS SURVEY

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

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