Rpt. 9.

No. 8043.

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

(Received at London Office 26 APR 1956)

Date of writing Report 25-4- 1956. When handed in at Local Office 25-4- 1956. Port of MILFORD HAVEN.

No in Reg. Book. Survey held at Milford Haven. Date. First Survey 10-4-56. Last Survey 23-4- 1956. (No. of Visits 2.)

00823. on the Machinery of the ~~XXXXXXXXX~~ Steel Steam Trawler "ALEXANDER SCOTT."

Tonnage: Gross 275. Net 107.

Nominal Horse Power -

No. of Main Boilers 1 SB.

No. of Donkey Boilers -

Steam Pressure— in Main Boilers 180 lbs.

in Donkey Boilers -

Vessel built at Middlesbrough. By whom Smith's Dock Co. Ltd., When 1917 9. (Year. Month.)

Engines made at Middlesbrough. By whom Smith's Dock Co. Ltd., When 1917.

Boilers, when made (Main) 1917. (Donkey) -

Owners Jenkerson & Jones, Ltd., Owners' Address - (if not already recorded in Appendix to Register Book.)

Managers T. Jenkerson. Port London, Voyage Fishing.

~~XX~~ Surveyed Afloat ~~XXXXXXXXXXXX~~ and on Slipway. (State name of Dock.)

Last Report No. Port

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
BS*		MBS* 4/54.
Fishing purposes.		BlrS 11/54.
ssMil (Dr.) 3/54.		TSCL 11/54.
Docking 12/55.		sps 2/50.

Particulars of Examination and Repairs (if any) DOCKING TS.BS & RPS.W. & T.

(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 Not required.

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 23-4-56 Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. 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? Yes., and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? None fitted., and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes., and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? Yes. Has it a continuous liner? Yes. Is an approved oil retaining appliance fitted at the after end? No.

Has shaft now been changed? Yes. If so, state reasons CL Worn in way of packing. Has the shaft now fitted been previously used? No. Has it a continuous liner? Yes.

Is an approved oil retaining appliance fitted at the after end? No. State date of examination of Screw Shaft 11-4-56. State the wear down in the stern bush Close. 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? -

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

NOW DONE: Vessel placed on slipway, propeller, outer end of stern bush and outside fastenings of sea connections examined and found or placed in good order.

NOW DONE TS:

New tail shaft fitted mark LLOYD'S No. 9552 Abn.
22-2-56. T.M.

Stern bush rewooded.

NOW DONE BS:

Boiler examined internally and externally together with its doors and mountings.
The following repairs on account of W. & T. were recommended:-
Combustion chamber back plates to crop and part renew of each chamber, together with approximately a total of 90 combustion chamber stays.
Due to the expense that the repair would cost, the Owners have decided to scrap the vessel.

/Over

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.)

CS 3,34

The above information for the Committee.

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

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

Survey Fee (per Section 29) BS £ 5 . . TS 2 . . Fees applied for 25-4- 1956.

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

Received by me, 19

FRIDAY 25 MAY 1956

Committee's Minute See minute on Casualty tbl

Assigned

J. Henning S.
Engineer Surveyor to Lloyd's Register of Shipping.

The new tail shaft fitted 11-4-56 will be removed and retained by Owners as a spare and replaced by the old tail shaft before vessel proceeds to T.W. Ward, Ship Breakers, Milford Haven, to be broken up.