

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

Received at London Office

Date of writing Report 27th March 1951 When handed in at Local Office 27th March 1951

Port of FREMANTLE W.A.

No. in Reg. Book 53021 Survey held at ALBANY W.A. Date: First Survey 31st Dec '50 Last Survey 14th February 1951 (No. of Visits Six)

on the Machinery of the ~~Wood, Iron or Steel~~ Screw Steam Trawler "BEN DEARG". Year. Month. 1920 - 1

Tonnage { Gross 280 Vessel built at Beverly By whom Cook Welton & Gemmell Ltd. When 1920 - 1  
Net 109 Engines made at Hull By whom Amos & Smith, Ltd. When ✓  
Nominal Horse Power } 86 Boilers, when made (Main) ✓ (Donkey) ✓

No. of Main Boilers 1 Owners Anglo-Aust. Fisheries (Pty) Ltd. & Owners' Address ✓  
Anglo-Aust. Trawlers (Pty) Ltd. (if not already recorded in Appendix to Register Book.)  
Managers A. E. P. James Port Fleetwood Voyage Trawling duties.

No. of Donkey Boilers ✓  
Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
in Donkey Boilers ✓ (State name of Dock.) Albany Deep Water Jetty.

Last Report No. ✓ Port ✓

## Particulars of Examination and Repairs (if any) Examination after Bunker Fire.

(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.

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? Yes.

" " Donkey " "

If this was not done, state for what reasons?

And what parts of the Boilers could not thus be 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.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

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? Yes.

and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? Yes.

and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Yes.

and of the Donkey Boilers?

Has screw shaft now been drawn and examined? ✓

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. Yes.

Engine parts, when referred to by numbers, should be counted from forward.

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? Yes.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. NOW DONE. Main Engines Cylinders

opened up and examined and oiled and reassembled - Feed Pump and Bilge Pump Steam Cylinders

examined internally - oiled and reassembled - Boiler examined generally internally and externally

and later seen under Steam and found tight.

This Survey carried out consequent upon the Vessel having been flooded to extinguish a Bunker fire and subsequently pumped out.

## 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, B.S. 9,11, B.&M.S. 9,11 + L.M.C. 9,11, or + LMC 140 lb., F.D., &c.)

RECOMMEND that the record of +LMC 7-49 be retained in the Register Book in the case of this vessel.

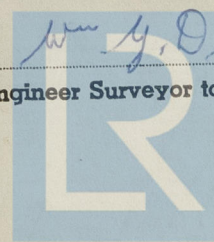
Survey Fee (per Section 29) £ 12 : 12 : - Fees applied for, 27th - 3-19-51.  
Special Damage or Repair Fee (if any) £ : : Received by me, 19.  
Travelling expenses (if chargeable) TUES. 5 JUN 1951

Committee's Minute

Assigned

As next subject

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation



Fire damage repairs  
machinery examined generally.

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

24/5/51



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