

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

Date of writing Report... 8. 3. 1951. When handed in at Local Office... -9 MAR 1951. (Received at London Office 10 MAR 1951)

No. in Survey held at GRIMSBY. Port of GRIMSBY.

Reg. Book. 59821 on the Machinery of the ~~W. & A. Steel~~ "FOREMOST 17"

Tonnage { Gross 595 Vessel built at Port Glasgow By whom Ferguson Bros. Year. Month. 1911 5
 Net 591 Engines made at Port Glasgow By whom Ferguson Bros. When 1911
 Nominal 99 MN Boilers, when made (Main) 1923 (Donkey) -
 Horse Power 1 SP Owners Risdon Beazley, Ltd. Owners' Address -
 No. of Main Boilers 1 Managers R.A. Beazley. (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 170 lbs. Port London. Voyage Felixstowe.
 in Donkey Boilers - Surveyed Afloat & in Dry Dock Royal Dock & No. 1 Dry Dock. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) CONDITION, BOILER SURVEY & ADDITIONS.

(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. E. 23/1/51

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 ~~XXXXX~~ in Boilers ~~XXXXX~~ and make a thorough 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 ~~XXX~~ boiler 5th January, 1951.

Present condition of funnel (X) Efficient.

Did the Surveyor examine the Safety Valves of the ~~XXX~~ Boilers? Yes.

To what pressure were they afterwards adjusted under steam? 170 lbs/sq.in.

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 ~~XXX~~ Boilers? Yes.

, and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the ~~XXX~~ Boilers? None fitted.

, and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the ~~XXX~~ Boilers? Yes.

, and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? No.

Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? -

Has shaft now been changed? - If so, state reasons -

Has the shaft now fitted been previously used? -

Is an approved oil retaining appliance fitted at the after end? -

State date of examination of Screw Shaft -

stern bush 7/64

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? Yes. See report attached.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the survey, the port generator governor requires to be examined and tested under working conditions. London (Outdoor) Surveyors advised by letter, copy attached.

Now Done: Vessel placed in drydock. Propeller, outside fastenings examined and found in good order.

Boiler Survey: Boiler examined internally and externally, safety valves, mountings, manhole doors and found in good order; later examined boiler under steam and adjusted the safety valves as above.

Oil burning installation examined in accordance with Circular No. 1748 and found in good order.

Additions: A reconditioned steam driven 10 Kw. electric generator has been fitted at the after end of Engine Room (p.s.). Examined under full working conditions on completion and the governor found unsatisfactory (see report and Makers' Works Test Certificate (See overleaf)

General Observations, Opinion, and Recommendation:— The machinery is in good and efficient condition (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 3,11, B&MS 3,11 or LMC 3,11 or LMC 140 lb., FD, &c.) and eligible, in my opinion, to remain as classed with a fresh record of B.S. 3,51 also notation of "Radar, E.S.D. and Gy.C" in the Register Book.

Survey Fee (per Section 23) B.S. £ 4 : - : - Fees applied for
 O.F. Additions 5 : - : -
 Special Damage or Repair Fee (if any) £ : - : -
 Elec. Additions 3 3 : - Received by me,
 Travelling expenses (if chargeable) £ - 12 : 5

Committee's Minute THU 5 APR 1951

Assigned As mtd.

BS 3,51

Engineer Surveyor to Lloyd's Register of Shipping.

007611-007619-0152

Lloyd's Register Foundation

Salvage Vessel "FOREMOST 17"

(Continued)

attached). The following data was stamped on the Makers' plates:-

Engine	Generator
W.H.Allen, Sons & Co., Ltd. Bedford, England. No. R2/45746 A.S. 813. Dia. 6 1/2". Stroke 3". Steam. 120/150 lbs/sq.in. R.P.M. 550. BHP. 15.	W.H.Allen, Sons & Co., Ltd. Bedford, England. No. E2/45747 Year 1943. Kw. 10. Eng. A.S.E. Drip proof. Volts. 110. Amps. 91. RPM. 550. Class 630 Winding: Comp. & I.R. Period: Continuous.

The port and starboard after buoyancy tanks have been converted to carry oil fuel in addition to the tanks used for that purpose (see Rpt. 8 attached). The bilge, ballast, oil fuel and fresh water pumping arrangements have been fitted in accordance with the Secretary's letter 'E' dated 22/1/51, approved plan, and the remaining requirements for Pumping and Piping complied with so far as they are applicable.

E.H. Rux

Rpt. 9a.

Port of

GRIMSBY

Continuation of Report No. 24489 dated

5-3-51

on the

"FOREMOST 17"

ELECTRICAL EQUIPMENT.

Additions.

A re-conditioned 10 K.W. generator set, Maker W.H.Allen & Son, generator No. E2/05747, Engine No. R2/4576, certificate attached,

was fitted and an additional panel with voltmeter, ammeter, fuses and switches, together with earth testing lamps was also fitted.

Extra circuits were provided to accommodate the new Radar, Asdic, and Decca, hot plates etc. equipment which were also installed.

The governing of the generator engine was not satisfactory and we have been informed that a Makers' Representative will meet the vessel at Felixstowe to make the necessary adjustments.

The generator and other equipment were found to be satisfactory. The notation "Radar" may now be made in the Register Book.

L. L. Lennell

SURVEYOR TO LLOYD'S REGISTER.

Fee:- £3.3.0d.

Exps:- £-12.5d.



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