

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

(Received at London Office SAT 14 OCT. 1922)

Date of writing Report 19 When handed in at Local Office 13/10/22 Port of Hull

No. in Reg. Book. Survey held at Hull Date, First Survey 21.1.22 Last Survey 12-10 1922
83605 on the Machinery of the Wood, Iron or Steel S.K. HUMPHREY (No. of Visits 4)

Tonnage { Gross 206 Net 79 Vessel built at Queensbury By whom I. J. Abdala Mitchell When 1918
Registered Horse Power 57 Engines made at Brimcombe By whom I. J. Abdala Mitchell When 1918
No. of Main Boilers 1 Boilers, when made (Main) 1918 (Donkey) ✓
No. of Donkey Boilers 1 Owners J. & P. Hall Esq Port Hull Voyage Fishing
Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Sea Lt. And. D. Ais Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C.

| CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. | Years Assigned expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|-------------------------|--|
| | | <u>Class Contemplated</u> |

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
Do. " Donkey " " " ✓

If this was not done, state for what reasons? ✓

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lb.

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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? No If so, state reasons ✓

Has the shaft now fitted new? ✓ 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 the distance betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? 8"

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

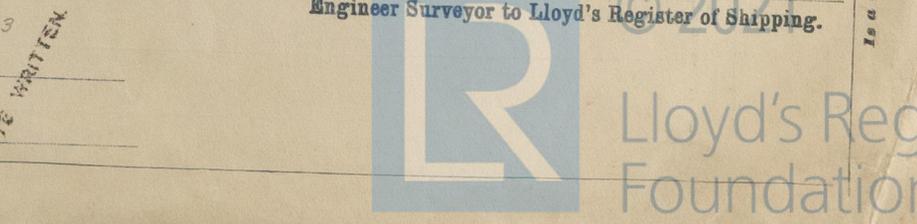
The boiler & its mountings examined & placed in good condition. Cylinders pistons slides crank & thrust shafting all pumps condenser & suction screw shaft propeller & sea connections & fastenings examined & found satisfactory or made so. NOW DONE - Two bottom manhole doors of Boiler renewed. Collinear Chock renewed. A new main steam pipe (solid drawn Copper) fitted pipe tested & worked & found satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now in a good & efficient condition & eligible in my opinion to be classed L.M.C. 10-22. Tail shaft seen 10-22.

Survey Fee (per Section 28) £ 4-0-0
Damage or Repair Fee (if any) £ : :
Printing Expenses (if chargeable) £ : :
Fees applied for 13/10/22

Received by me, J. W. Wells
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 27 OCT. 1922
Signed J. M. C. 10.22
S. 10.22. C.L.



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

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