

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

(Received at London Office)

to of writing Report.....19..... When handed in at Local Office.....3rd November.....1947..... Port of Belfast.....
 in Survey held at London dock..... Date. First Survey 22nd Oct..... Last Survey 27th October 1947.....
 on the Machinery of the Wood, Iron or Steel Steam Tug "SPARKLER"..... (No. of Visits Two).....
 Gross 161 Vessel built at Northwich By whom W.J. Yarwood (1938) When 1940-5
 Net — Engines made at Northwich By whom W.J. Yarwood (1938) When 1940-5
 Main Boilers 1 Boilers, when made (Main) 1940 (Donkey) ✓
 Owners The Admiralty Owners' Address ✓
 Managers J. Cooper, Belfast (if not already recorded in Appendix to Register Book.)
 Main Boilers 200 lbs ✓ Surveyed Afloat ✓ in Dry Dock Admiralty Dockyard Port ✓ Voyage ✓
 Donkey Boilers ✓ (State name of Dock.) and River Foyle

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) B.S. & Gen Examination

cal Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be) 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.

age 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

damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" Donkey "

state for what reasons? ✓ What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

test date of internal examination of each boiler 22nd Oct 1947

Present condition of funnel Good

Surveyor examine the Safety Valves of the Main Boilers? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs/sq in

Surveyor examine the Safety Valves of the Donkey Boilers? ✓

To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

and of the Donkey Boilers? ✓

Surveyor examine the drain plugs of the Main Boilers? None fitted

and of the Donkey Boilers? ✓

Surveyor examine all the mountings of the Main Boilers? Yes

and of the Donkey Boilers? ✓

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

It now been changed? ✓ If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

proved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft ✓ State the wear down in the

push Close fit Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes (Stated)

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

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

Complete

Done

Vessel placed in Dry Dock. The propeller, after end of stern
 bush, sea connections, (opened out) and underwater fastenings examined.
 The Main Boiler examined throughout, together with mountings,
 manholes, doors and fastenings, and found in good condition. Later
 the Boiler was examined under steam and Safety Valves adjusted to
 200 lbs per square inch.

The Main Engines and attached and independent pumps
 all examined under working conditions and found in good
 condition. The pumping arrangements were found in good condition.
 The electric generator, switches, cables, etc generally examined and
 found in good condition. Insulation resistance stated to have been tested
 recently and found in good condition. Minor adjustments and Repairs
 have been effected at this time.

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.)

Machinery of this Vessel, as now seen, is in good condition, and
 is in my opinion to remain as now classed, with Fresh
 do 9,11 "EXAMINED" 10, 47 (12 months) and B.S. 10, 47.

(per Section 29) B.S. £ 3 : 0 : 0

Fees applied for
 3rd Nov. 1947

Damage or Repair Fee (if any) £

Received by me,
 19

Expenses (if chargeable) £

Owner's Minute

As now
 BS. 10, 47

Engineer Surveyor to Lloyd's Register of Shipping.

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

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

GE due 9.47 withheld
B.S. due 9.47 withheld

It is submitted that this
vessel is eligible for THE
RECORD. Examined 10.47.
B.S. 10.47.

9.5.
20.11.47



© 2020

Lloyd's Register
Foundation