

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

(Received at London Office)

Reporting Report 27<sup>th</sup> Sept 1946 When handed in at Local Office 27<sup>th</sup> Sept 1946 Port of Belfast  
Survey held at Londonderry Date First Survey 10/9/46 Last Survey 24<sup>th</sup> Sept 1946 (No. of Visits 2)  
on the Machinery of the Wood, Iron or Steel STEAM Tug "SPARKLER"  
Gross 161 Vessel built at Northwich By whom W.J. Yarwood (1938) Ltd. When 1940-5  
Net - Engines made at " By whom " When 1940  
Boilers, when made (Main) 1940 (Donkey) -  
Owners The Admiralty Owners' Address -  
Managers J. Cooper, Corporation St. Belfast Port - Voyage -  
If Surveyed Afloat or in Dry Dock Dry Dock (State name of Dock.)

Port No. Port  
Years of Examination and Repairs (if any) B.S., T.S., Gen Exam.  
Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the cause of Repairs, if any, and 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 stated at the end of the report. State also the dates and initials of any letters respecting this case.  
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

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

CHARACTER.	Years assigned now	Years expired	Machinery and Boiler Surveys (including date of N.B., if any)
* for Special Survey.			
Date of last Survey and of Periodical Surveys.			
Following Service			
+100 A. 14, 45			+LMC
Exd. 6, 45			M.S. 12, 43
			B.S. 3, 43
			T.S. O.G. 12, 43

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? -  
Date of internal examination of each boiler 9, 46 Present condition of funnel(s) Good  
Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lb/10"  
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, 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? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? Yes  
Screw shaft now been changed? No If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -  
Approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 9, 46 State the wear down in the screw shaft New Bush 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  
Engine parts, when referred to by numbers, should be counted from forward. Complete

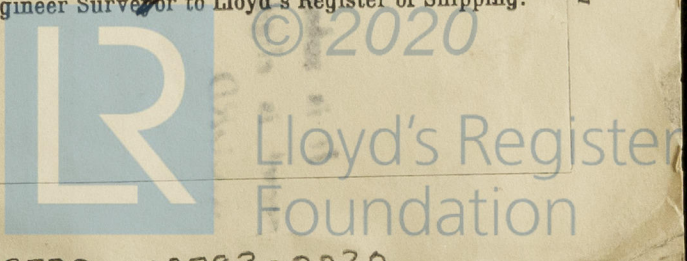
Work done: Vessel in dry dock. The propeller, screw shaft, stern bush, sea connections and fastenings examined and found in good condition or placed in order.  
The boiler examined throughout together with its doors, mountings and found in good condition. The Safety Valves subsequently adjusted under steam for a working pressure 200 lb/10". Main engine driven air and feed pumps examined and found in good condition.  
The pumping arrangements examined and tested working. The electric generator, cables, switches and fuses examined. Insulation resistance tested, and all found satisfactory.  
Machinery generally examined, tried working and found in order.  
Main: A new C.I. Stern bush fitted, feed ram skimmed and other minor repairs effected.

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 to LMC 9,11 or to LMC 140 lb., FD, &c.)  
The machinery of this vessel, as now seen, is in good condition and suitable in my opinion to remain as classed with fresh orders of EXAMINED 9, 46, B.S. 9, 46 and Screw Shaft (O.G.) 9, 46

Fee (per Section 29) B.S. £3 : - : - T.S. £1 : - : - Fees applied for 28/9/1946  
Damage or Repair Fee (if any) £ : : : Received by me, 19  
Printing expenses (if chargeable) £ : : :  
WED. 23 OCT 1946

Committee's Minute As now  
Examined 9, 46  
S. 9, 46 BS 9, 46

John M'Allee  
Engineer Surveyor to Lloyd's Register of Shipping.





B.S. due 5-44, now held  
S. due 12-46 now examined.  
G. due 6-46 now held ~~except~~  
~~near pipe~~ J.S.

It is submitted that this  
secret is eligible for THE  
WORD. B.S. 9.46

S. 9.46.

Examined 9.46

~~Subject to the near pipe~~  
~~being examined~~ J.S.  
~~internally~~

J.S.

21-10-46



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