

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

(Received at London Office

14 NOV 1930

Date of writing Report 13-11-1930 When handed in at Local Office 13-11-1930 Port of Aberdeen

No. in Reg. Book. Survey held at Aberdeen Date, First Survey 4 Last Survey 10-11-1930 (No. of Visits one)

58997 on the Machinery of the Wood, Iron or Steel Sc. K. "OKINO"

Tonnage { Gross 311 Vessel built at Selby By whom Cochrane & Sons, Ltd. When 1917-2
Net 123 Engines made at Hull By whom Amos & Smith, Ltd. When 1917

Nominal Horse Power { 98 Boilers, when made (Main) 1917 (Donkey) ✓

No. of Main Boilers 1 Owners Diamonds & Son, Fishing Co., Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Port Grimsby Voyage FishingNo. of Donkey Boilers ✓ Steam Pressure in Main Boilers 185 lb. ✓ Surveyed Afloat or in Dry Dock In 3 Ponton
(State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking.

(Periodical Surveys, when held, must be reported in detail and seriatim 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? no

Do. " Donkey " " " ✓

If this was not done, state for what reasons? See below

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? 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? , and of the Donkey Boilers?

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? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? no 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? no

Has shaft now been changed? no 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

The propeller & sea connection fastenings examined & found in good order.

No information could be obtained regarding the boiler survey.

General Observations, Opinion, and Recommendation:— This vessel's machinery (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, or L.M.C. 9,11, 140 lb., F.D., &c.)

as far as now seen is in good condition, & eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 28) £ : : Fees applied for 19
Special Damage or Repair Fee (if any) £ : :
(per Section 28.)
Travelling expenses (if chargeable) £ : : Received by me, 19

Committee's Minute

Assigned

P. Fitzgerald
Engineer Surveyor to Lloyd's Register of Shipping.

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002770-002783-0323

The vessel being
undamaged, submitted
no action is necessary

gpp
20/11/30

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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