

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

(Received at London Office) FEB 21 1940

Date of writing Report 15.2.40 When handed in at Local Office 19.2.40 Port of Grimsby

Survey held at Grimsby Date, First Survey + Last Survey 13.2.1940  
1560 on the Machinery of the Wood, Iron or Steel K "Lord Beaconsfield" (No. of Visits 1)

Age Gross 302 Net 158 Vessel built at Silby By whom Cochran & Sons Ltd. Year. Month. When 1915.9  
Engines made at Hull By whom C.D. Holmes & Co. Ltd. When "  
Boilers, when made (Main) 1915 (Donkey)  
Owners Coughlin & Lewis Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
Managers John & Mercedes Bart. Port Grimsby Voyage  
If Surveyed Afloat or in Dry Dock dry Slip (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
st Report No. Port  
Particulars of Examination and Repairs (if any) T.S.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

CHARACTER. * For Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 All Stm. trawler P. 29 J.P. Gms No 3/10.36		+ L.M.C. 36 B.S. 8.39 C.L. 10.36

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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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?

Latest date of internal examination of each boiler

Present condition of funnel(s)

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 Boilers?

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

Has the 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 the 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?

Date of examination of Screw Shaft 13/2 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

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

Is electric light and/or power fitted?

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.?

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done Complete

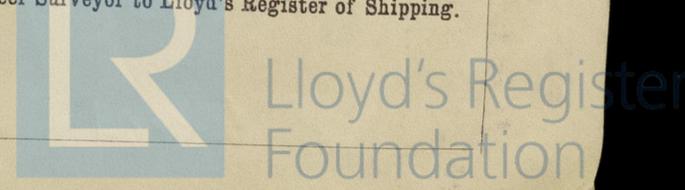
Work done:- Examined propeller, screw shaft, stern bush & outside fastenings sea connections

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, B.S. 9, 11, B.&W.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 Id., F.D., &c.)  
CS 3, 34,  
The machinery of the vessel is eligible, in my opinion, to remain as classed.  
Note examination of screw shaft Cl. 2.40

Damage or Repair Fee (if any) (per Section 29.)	£	:	:	Fees applied for	
Expenses (if chargeable)	£	:	:		Received by me,

Clive Bell  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
As now



Screw shaft-examined.

It is submitted that  
this vessel is eligible to  
remain as **CLASSED**.

S. 2. 40.

L.H.  
24/2/40.



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