

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

(Received at London Office 22 JUL 1936)

Date of writing Report 17.7.36. When handed in at Local Office 17.7.36. Port of MIDDLESBROUGH.

No. in Reg. Book 58656. Survey held at SOUTH BANK. Date, First Survey 9.6.36. Last Survey 16.7.1936. (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel Ship. Name "FYLDEA". Tonnage Gross 355. Net 140. Vessel built at Selby. By whom Cochrane & Sons Ltd. When 1930.3.

Nominal Horse Power 97. Engines made at Hull. By whom Ames & Smith Ltd. When 1930. No. of Main Boilers 1. Boilers, when made (Main) 1930. (Donkey) - Owners J. Mann & Son Ltd. Owners' Address - Port Fleetwood. Voyage Fishing.

No. of Donkey Boilers 1. Steam Pressure in Main Boilers 200 lbs. Managers - Surveyed Afloat or in Dry Dock Smiths Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. - Port -

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

(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? Yes

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

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?

State latest date of internal examination of each boiler 12.6.36. Present condition of funnel(s) good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 205 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. 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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? None, 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? No

Has shaft now been changed? No. If so, state reasons. Has the shaft now fitted been previously used? No. Has it a continuous liner? No. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

State date of examination of Screw Shaft 6.7.36. State the distance between lignum vitae or bearing wood of stern bush and top of after bearing of screw shaft 1/32. Is electric light and/or power fitted? Yes.

Engine parts, when referred to by numbers, should be counted from forward. If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Now Done. The main boiler and its mountings examined and found in good order and its safety valves adjusted under steam.

The tail shaft examined and found sound.

The stern tube and fastenings of sea connections examined and found in good order.

A new C.I. 4 bladed solid propeller fitted. Dimensions: Diameter 10' 6".

pitch 10' 6". Surface 38 sq. feet. Original 10' 3"

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

is in good working condition and eligible, in my opinion, to remain as classed and to have fresh record B.S. 7.36 and notation T.S. 9.7.36.

Survey Fee (per Section 29) B.S. £ 2-0-0. Fees applied for 21.7.1936. Special Damage Repair Fee (if any) £ 1-0-0. Travelling expenses (if chargeable) £ - - - Received by me 5/10

Committee's Minute Assigned B.S. 7.36. WED. 5 AUG 1936. P. J. McAuliffe Surveyor to Lloyd's Register of Shipping.



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

75 Wood & screw shaft examⁿ.

Refella renewed.

It is submitted that
this vessel is eligible for
THE RECORD. 757.36
S. 7.36.

L.H.
25/7/36.

