9 - APR 1955

t. 9. No. 7889

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

(Received at London Office)

Date of writing Report 7-4- 1955 When handed in at Local Office 7-4- 1955 Port of MILFORD HAVEN.

No in . Book. Survey held at Milford Docks. Date. First Survey 1-4-55 Last Survey 2-4- 19 55 (No. of Visits 2.)

154 on the Machinery of the ~~Wood, Iron or~~ Steel Stm. Trawler "WYRE WARRIOR".

nage { Gross 369 / Net 149
As Per Rule 122
of Main Boilers 1 S
" " " 2453
of Donkey Boilers -
am Pressure—
n Main Boilers 200 lbs.
Donkey Boilers -

Vessel built at Beverley. By whom Cook, Welt'n & Gemmell, Ld., When Year. 1930 Month. 8
Engines made at Hull. By whom C.D.Holmes & Co.Ld. When 1930
Boilers, when made (Main) 1930. (Donkey) -
Owners Wyre Trawlers, Ld., Owners' Address - (if not already recorded in Appendix to Register Book.)
Managers - Port Fleetwood. Voyage Fishing.
If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.)

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

HULL	MACHINERY
~~1~~100A1.	~~1~~LMC 8,51.
Stm. Trawler	BS 9,54.
9,54.	TSCL 8,52.
ssFlt.-8.51.	SPS 9.54

st Report No. Port

rticulars of Examination and Repairs (if any) DAMAGE.

riodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the e of Repairs, any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on unt of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides y detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and als of any letters respecting this case

amage 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 Offered not accepted.

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

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

" " Donkey " " " -

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

t 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?

e latest date of internal examination of each boiler Present condition of funnel(s)

the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

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

the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?

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

SURVEY CONFINED TO BELOW

s the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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

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

stern bush Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

s the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

gine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

At the request of Owners Agent attended on board to examine starboard furnace which had collapsed and fractured whilst vessel was on passage to Bruges. Vessel left Fleetwood on 29th March, 1955 and on the following morning the starboard furnace collapsed and fractured. The Coaster s.s."TOURMALINE"569 gross tons of Glasgow towed the s.t."WYRE WARRIOR" to Milford Haven and, arrived at Milford Haven 2-15 a.m. 31st March. For further particulars please see Log Book.

DAMAGE FOUND:

Starboard furnace collapsed to within 3" of line of fire bars, and furnace fractured for 7" in length. Boiler examined internally and there were signs of shortness of water, tops of combustion chamber shewed signs of having been overheated.

Gauge and mountings and double shut off valves and pipes removed examined and found in good order.

eneral 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, etc.)

The machinery of this vessel is in good condition and eligible in my opinion to remain as classed without fresh record of Survey.

urvey Fee *(per Section 23)* £ : :
~~pecial~~ Damage ~~or Repair Fee~~ (if any) *(per Section 23.)* £ 5 : 5 : .
ravelling expenses (if chargeable) £ : :

Fees applied for, 7-4-1955.
Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned See minute on Casualty file

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

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

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