

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

No. 22199

Date of writing Report 2<sup>nd</sup> August 1946 (Received at London Office 21 AUG 1946)  
 When handed in at Local Office 19<sup>th</sup> August 1946 Port of Grimsby  
 No. in Reg. Book. Survey held at Grimsby Date, First Survey 22<sup>nd</sup> May Last Survey 2<sup>nd</sup> August 1946  
 on the Machinery of the Wood. Lumber Steel "SERRON" EX "FUSILIER" (EX NAVAL VESSEL) (No. of Visits)  
 Tonnage { Gross 580 Vessel built at Beverly By whom Cook, Welton & Gemmell Ltd When 1943  
 Net 182 Engines made at Hull By whom C. D. Holmes Ltd When 1943  
 Nominal Horse Power { 165 Boilers, when made (Main) 1943 (Donkey) -  
 No. of Main Boilers 1.9E Owners The Standard Steam Fishing Co Ltd Owners' Address -  
 No. of Donkey Boilers ✓ Managers Albert W. Butt (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 225 lbs. Port Grimsby Voyage ✓  
 in Donkey Boilers ✓ ✓ Surveyed Afloat ✓ in Dry Dock Slipway & Fish Dock (State name of Dock.)

Last Report No. - Port -

## Particulars of Examination and Repairs (if any) L.M.C.

(Periodical Surveys, when held, must be reported in detail and serially 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 ✓ Main Boiler ✓ make a thorough examination at this time? yes" " Donkey " " " " ✓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 ✓ boiler 3<sup>rd</sup> June 1946Did the Surveyor examine the Safety Valves of the ✓ Boiler? yesTo what pressure were they afterwards adjusted under steam? 225 lbs/15"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 ✓ Boilers? yes, and of the Donkey Boilers? ✓Did the Surveyor examine the drain plugs of the ✓ Boilers? none, and of the Donkey Boilers? ✓Did the Surveyor examine all the mountings of the ✓ Boilers? yes, and of the Donkey Boilers? ✓Is screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yesIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? noIs shaft now been changed? no If so, state reasons ✓Is 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 date of examination of Screw Shaft 3/6/46State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Rewooded

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

Is electric light ✓ fitted? yesSo, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yesThe insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yesThe Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

now done Vessel placed on slipway. Propeller, screw shaft (drawn in), sea connections, outside fastenings examined and found in good condition

Cylinders, pistons and rods, slide valves, steam chests, crank and thrust shafting, condenser, main and auxiliary pumps, pumping arrangement opened out; working parts examined and found in good condition. Main steam pipe tested hydraulically to 450 lbs/15" and found good. Electrical installation examined, megger tested and found in satisfactory condition. Spare gear checked and found in order.

Boilers examined internally and externally, safety valves, mountings, manhole doors and found in good condition; later examined under steam and the (see overleaf)

General Observations, Opinion, and Recommendation:—The machinery is in good and efficient

(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

condition and eligible, in my opinion, to be reinstated in the Register Book with records of L.M.C. 8.46 and T.S.C.L. 6.46.

Fee (per Section 20) £ 9 : 0 : 0 Fees applied for 20-8-1946  
 Damage or Repair Fee (if any) £ 1 : 0 : 0  
 (per Section 20)  
 Other expenses (if chargeable) £ - : - : -  
 Received by me, 19

Submitted's Minute

TUES. 17 SEP 1946

Signed + d. h. 8.468.6.46

CERTIFICATE WRITTEN

G. B. Davis 2020  
 Engineer Surveyor to Lloyd's Register of Shipping.

004037-004041-0045

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

Is a Certificate required? If so, to be sent to yes Owner's Office

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Continued.

safety valves adjusted to 225 lbs/15"

Wear and Tear Repairs:- Main crank shaft lifted, lower halves of main bearings examined and found good. All condenser tubes removed, forward tube plate removed, condenser shell cleaned and coated, tube plate and tubes replaced, and on completion tested and found tight. Circulating pump impeller shaft renewed.

Boiler:- Two bottom rows of plain tubes in each C.C renewed, a few C.C stays found corroded in way of necks now renewed.

Main and auxiliary machinery on completion of overhaul examined under working conditions, as far as practicable alongside quay wall, and found good

G.B. Allen

a ss worn hull & screw shaft  
examined.  
A number of boiler tubes renewed

It is submitted that this

vessel is eligible for THE

RECORD. + L MC 8.46

S. 6.46.

L.P.  
13/9/66.



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