

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

6 APR 1950

Date of writing Report... 20: 3: 19. 50 When handed in at Local Office... 20. 3. 19. 50 Port of Aberdeen

No. in Survey held at Aberdeen Date. First Survey 26/12/49 Last Survey 29/3/50

Reg. Book. 19520. on the Machinery of the Wood, Iron or Steel Steamer "MOUNT KEEN" (No. of Vents 10)

Tonnage { Gross 258 Vessel built at Aberdeen By whom Mears & Lewis & Sons Ltd. When 1936 7

Net 133 Engines made at " By whom " When "

Nominal 88 Boilers, when made (Main) 1936 (Donkey)

No. of Main Boilers One Owners The "Dodd's" Steam Fishing Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers Nil Managers J. H. Lewis Port Aberdeen Voyage Fishing

Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Wraylock & Shipway

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, TS, BS + Oil Fuel Conversion

(Periodical Surveys, when held, must be reported in detail and written 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

" " Donkey " " " " " "

If not, state for what reasons 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?

State latest date of internal examination of each boiler 30/1/50 Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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? Yes and of the Donkey Boilers?

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

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? No If so, state reasons Has the shaft now fitted been previously used? Yes Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft 23/1/50 State the wear down in the stern bush Blue fit Is electric light and power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

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

Now done:- Vessel placed dry on shipway. Propeller, shaft (drawn) sternbush and outside fastenings examined and found satisfactory. Lower half of stern bush rewooded.

Boiler Survey:- The boiler examined throughout with all mountings and fastenings. Port lower manhole built up and door refitted, sundry minor repairs carried out. The boiler subsequently examined under steam and safety-valves adjusted and set to above stated pressure.

Oil Fuel Conversion:- The boiler firing arrangement has been converted to burn O.F. the unit being supplied and constructed by Messrs White Marine Engineering Co Ltd. The coal bunker space completely stripped out and oil fuel tanks constructed in accordance with the approved plans. Rule requirements in respect of the fitting of the oil fuel unit have been carried out, oily gutterways arranged for in way of the bunker bulkhead.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, so far as now (Overleaf) seen, it is in good condition and eligible in my opinion to remain as now classed and to have new record of T.S.C.L. 1,50 and B.S. 3,50 and notation "Fitted for Oil Fuel, flash point above 150° F."

Survey Fee (per Section 29) Oil Fuel Conversion 15: 0: 0 B.S. 4: 0: 0 T.S.C.L. 1: 0: 0

Special Damage or Repair Fee (if any) (per Section 29.)

Travelling expenses (if chargeable) £

Committee's Minute GLASGOW 5 APR 1950

Assigned 5/50

Fees applied for 22/3/1950

Received by me, R. H. Evans

Engineer Surveyor to Lloyd's Register of Shipping.

BS 3/50

Fitted for oil fuel 3/50 F.P. above 150° F.



Shin Trawler. "MOUNT KEEN"

Drip trays fitted to O.F. unit and its associates, extended spindles fitted to bunker valves as required, controlled from deck. Steam to drenching system fitted below boiler room structure also controlled from deck. Chemical hand extinguishers supplied to M.O.T. requirements. (Plans approved Glasgow 10/2/50).

Alterations have been carried out on the pumping arrangements, the fwd indep. pump, which is new, is now confined to boiler feed and supply of S.W. to deck while the aft indep. pump has had bilge suction pipes redesigned and additional suction pipes fitted to serve the cofferdam, oily gutterway and central boiler room bilge.

A fishroom cooling plant has been installed necessitating an extra sea suction and discharge valve  $1\frac{1}{4}$  tone secured to vessel's side plating, fwd ss. of engine room.

One extra steam valve fitted to boiler to supply steam to O.F. unit. The fuel unit and pumping arrangements were subsequently examined under working conditions and found satisfactory.

Noted

Smith

22/4/50



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