Rpt. 9.

No. 58687

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

(Received at London Office 26 SEP 1952.)

Date of writing Report ..... 19 ..... When handed in at Local Office 19 SEP 1952 ..... 19 ..... Port of .....

No in Reg. Book. 5049 Survey held at HULL Date. First ~~Survey~~ and Last Survey 16. 8. 1952 (No. of Visits one)

on the Machinery of the ~~Wood, Iron or~~ Steel S.Sc. Steam Trawler "ST. CELESTIN"

Tonnage: Gross 790 / Net 287

Nominal Horse Power: -

No. of Main Boilers -

No. of Donkey Boilers -

Steam Pressure— in Main Boilers -

in Donkey Boilers -

Vessel built at Beverley By whom Cook, Welton & Gemmell, Ltd., When Year - Month -

Engines made at Hull By whom Charles D. Holmes & Co. When - -

Boilers, when made (Main) - (Donkey) -

Owners T. Hamling & Co. Ltd. Owners' Address - (if not already recorded in Appendix to Register Book.)

Managers - Port Hull Voyage -

If Surveyed Afloat or in Dry Dock Drydock King George (State name of Dock.)

Last Report No. ..... Port .....

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

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)
100A1 Steam Trawler (Class Contemplated)		

Particulars of Examination and Repairs (if any) DAMAGE

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 Yes - not required

Was a damage report made by anyone else? If so, by whom? Underwriters' Surveyor

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

" " 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 - Present condition of funnel(s) -

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - 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? - Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

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

Is an 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? -

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

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

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

HOW DONE FOR DAMAGE: due to grounding in River Humber, whilst on trial on 14th August, 1952. Propeller, principal sea connections and outside fastenings examined and found in good condition.

Screwshaft drawn and examined and found in good condition.

Main circulating pump opened up, impeller shaft found scored and renewed with bushes.

Ballast pump opened up and found in order.

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, BS 9,11, B&MS 9,11, ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.) CS 3,34

The machinery of this vessel is eligible in my opinion to remain as now classed (Class contemplated)

Survey Fee (per Section 29) £ : :

Special Damage or ~~Repair~~ Fee (if any) (per Section 29.) £3 : 3 : -

Travelling expenses (if chargeable) £ : :

Fees applied for 24 SEP 1952 19 .....

Received by me, ... 19 .....

F.U. Maclachlan

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute .....

Assigned See F.E. Machy. rept. Hull 58680

004918-004926-0050

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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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