

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

No. 90551.

(Received at London Office 14 AUG 1926)

Date of writing Report 19 When handed in at Local Office 12 AUG 1926 Port of LIVERPOOL

To. in Survey held at GLASSON DOCK. Date, First Survey June 17th Last Survey July 7th 1926

Book. on the Machinery of the Wood, Iron or Steel SS. "CREEK FISHER" No. of Visits 6

Age { Gross 129 Net 329 Vessel built at LEKKERKERK

Engines made at BOLNES By whom J. VAN DUIJENDIJK When 1918.

Boilers, when made (Main) 1918. By whom BOELE'S SCHRS & McH When 1918.

of Main Boilers 2 Owners J. FISHER & SON. (Donkey) -

of Donkey Boilers 185lb Managers Owners' Address (if not already recorded in Appendix to Register Book).

Pressure— Main Boilers 185lb Port LANCASTER Voyage

Donkey Boilers 185lb Surveyed Afloat or in Dry Dock NICHOLSON'S DRY DOCK & GLASSON DOCK.

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

st Report No. Port L.M.C. ETS.

rticulars of Examination and Repairs (if any) L.M.C. ETS.

Medical Surveys, when held, must be reported in detail and scriptum in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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

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

CHARACTER.	Year	Machinery and Boiler
For Special Survey.	Assessed	Surveys
Date of last Survey and of Periodical Surveys.	How long expired.	(including date of N.E., if any).
CLASS CONTEMPLATED.		

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

Donkey " " " "

was not done, 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?

he Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 185 lbs

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

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

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

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

crew 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

shaft now been changed? no If so, state reasons

shaft now fitted new? yes Has it a continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Stern Bush renewed.

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

done. Vessel placed in dry dock. Screw shaft drawn in examined and found in good condition. Stern Bush renewed. Propeller and fastenings, sea cocks and valves examined and found in good condition. Examined all cylinder stones, valves and steam chests. Crank and Thrust shafts. Air circulating pump and feed pumps with their valves and connections. Steering gear engine valves, Condenser and Pumping arrangements. Main stem and sea pipes overhauled, examined and tested to rule requirements. All found placed in good condition. Examined Boilers internally and externally with mountings and safety valves and found same in good condition. Tube plates specially examined and found satisfactory. Afterwards examined under steam and safety valves adjusted as above. Satisfactory

l Machinery tried under steam. Pumping arrangements tried on each section and found

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, or L.M.C. 9,11, (40 lb., E.D., &c.)

now in good condition and eligible in my opinion to be classed

the notation LMC 7-26 and Screw shaft last seen CL 7-26.

y Fee (per Section 25) £ : : Fees applied for

Damage or Repair Fee (if any) £ : : 19

(per Section 25.)

ling Expenses (if chargeable) £ : : Received by me, 19

Committee's Minute LIVERPOOL 13 AUG 1926

igned L.M.C. 7: 26. J.S. 7:26 CL. 177

CERTIFICATE WRITTEN 14/8/26

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This machinery was built in 1918 and under survey. With a view to classification it has been examined throughout satisfactorily reported upon.

It is submitted that this vessel is eligible for
FULL RECORD. DEC 7 26.

57.26 C.L.

Dec 7 1926

of

REPAIRS:-

CREEK FISHER

New Auxiliary feed pump fitted. 6" x 4" x 6"
out end plates of Boiler built up in way of Bottom manholes
and doors refitted. Circum seams welded at bottom
in pads renewed on Boiler for main stops and feed check valves.
Main stop valves and feed check valves renewed.
8 smoke tubes renewed in Boiler.
Collision chocks (Ford) renewed.
Pumping arrangements altered and mud box fitted.
Feed pump plunger renewed.
Circulating pump rod skinned up and new neck and glass broken
fitted.
Main engine generally overhauled and placed in
satisfactory working condition.

J. H. Leicester.



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