

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

(Received at London Office

OCT 1948

Date of writing Report 3. 10. 48. When handed in at Local Office 16. 10. 48. Port of GRIMSBY.

No. in Reg. Book. Survey held at GRIMSBY. Date, First Survey 25.10.47. Last Survey 1. 10. 1948.
(No. of Visits 34.)

on the Machinery of the ~~Wood Iron~~ Steel Stm. Trawler "SLETNES" (ex "P.V.6111")

Tonnage { Gross 523.55 Vessel built at Hamburg By whom Norderwerft Koser U. Meyer. When 1940
Net 209.29 Engines made at Hamburg By whom Howaldtswerke Aktiengesellschaft. When 1940
(Donkey)

Nominal Horse Power 142.6 Boilers, when made (Main) 1940

No. of Main Boilers 1 SB (Spt.) Owners Rinovia Steam Fishing Co., Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers J. R. Cobley. Port Grimsby Voyage Fishing.

Steam Pressure in Main Boilers 227 lbs If Surveyed Afloat in Dry Dock & Slipway (Fish Dock). Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers -

Last Report No. PortParticulars of Examination and Repairs (if any) CLASSIFICATION

(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 date and initials of any letters respecting this case. 18/11/47, 29/12/47, 14/1/48, 30/1/48, 6/2/48, 24/3/48, 25/3/48 & 31/5/48.

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 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 each boiler -

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? 227 lbs/sq.in.

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 Main Boiler? Yes.

, and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boiler? None fitted.

, and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boiler? Yes.

, and of the Donkey Boilers? -

Has screw shaft now been drawn and examined? Yes.

Is it fitted with continuous liner? No.

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

Has shaft now been changed? No. If so, state reasons -

Has the shaft now fitted been previously used? Yes.

Has it a continuous liner? No.

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 25.11.47. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 10/1000"

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

Is electric light and/or power fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes. See report attached.

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

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 in drydock. Propeller, sea connections (opened up), and outside fastenings examined. Screwshaft drawn in and examined.

Cylinders, pistons, rods, slide valves, steam chests; crank, thrust and intermediate shafts; exhaust turbine rotor, gearing, and clutch; main and auxiliary pumps with valves, cocks, pipes and strainers of the pumping arrangements examined; the condenser (tested), feed heater elements and casing (tested), and oil cooler (tested).

The oil fuel burning arrangements and steam smothering installation examined and tested under working conditions in accordance with Circ.No.1748.

Boiler examined internally and externally together with safety valves, manholes, mountings, and superheaters, and later the safety valves adjusted under steam to the above pressure. (p.T.O.)

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 L.M.C. 140 lb., F.D., &c.)

condition and eligible, in our opinion, to have the notation of IMC10,48 and TS OG.11,47 in the Register Book. 1 SB (Spt) 227 lbs. F.D. LP exhaust turbine.

Survey Fee (per Section 29) IMC £16 : - : - Fees applied for
T.S. 2 : - : - 16.10.19 48.
Special ~~Damage~~ Repair Fee (if any) £ 5 : 5 : -
(per Section 29.)
Travelling expenses (if chargeable) £ : : -
Received by me, 19

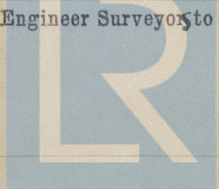
Committee's Minute

Assigned

FRI. 19 NOV 1948

See minute on
fe machy rpt.

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Engineer Surveyor to Lloyd's Register of Shipping.



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005194-005209-0016

Steam Trawler "SLETNES" (ex "P.V.6111")

(Continued)

Selected lengths of main steam pipes, engine stop valve, removed, examined and hydraulically tested to Rule requirements.

ELECTRICAL: See report attached herewith:

Repairs due to Wear and Tear: HP, MP and LP piston rods skimmed, metallic gland packing renewed.

Screw shaft skimmed; stern tube bored and lined with white metal.

Bilge pump buckets (2) renewed. Donkey feed pump water end liners bored and new buckets fitted.

Boiler superheater elements and headers reconditioned (Certificate attached).

Main and auxiliary feed check valves and blow-down valve renewed. (Valves hydraulically tested to Rule requirements.).

On completion of repairs the main and auxiliary machinery tried under working conditions and found satisfactory.

NOTE: A stand-by turbine lubricating oil pump (Weirs No.226078. $4\frac{1}{2}$ " x 5" x 12") now fitted on board, and is in addition to the original rotary oil pump.

N.P. Watson



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