

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

(Received at London Office) **7 JUN 1935**

Date of writing Report 6/6 1935 When handed in at Local Office 6/6 1935 Port of Grunby

No. in Reg. Book 69606 Survey held at Grunby Date, First Survey 7 Last Survey 22/5 1935 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel SC-K. "Wako"

Tonnage Gross 260 Vessel built at Beverly By whom Cook, Wilt's & General Ltd. When 1918-1

Net 112 Engines made at Hull By whom Amo & Smith Ltd. When "

Nominal Horse Power 62 Boilers, when made (Main) 1918 (Donkey) "

No. of Main Boilers 1 Owners Diamonds Regn. Ship Co. Ltd. Owners' Address "

No. of Donkey Boilers 1 Managers H. G. Hopwood Port Grunby Voyage Fishing

Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Dry, Hot Dock (State name of Dock.)

in Donkey Boilers ✓

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

(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 each Main Boiler separately and make a thorough examination at this time? No

" " 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 ✓

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

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 Boilers? ✓ and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boiler? ✓

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

Is electric light and/or power fitted? ✓

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 dry dock propeller, after end of stern bush & outside fastenings of Sea Connections examined

Note:- It is understood from the Owner's Supt. that this vessel is to be withdrawn from Class & that this will be confirmed by letter within a few days.

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, B.S. 9.11, B.&H.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is eligible, in my opinion, to remain as classed without fresh record of Survey Subject to the Boiler Survey being held.

Survey Fee (per Section 29) £ ✓ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ ✓ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute TUE. 18 JUN 1935

Assigned See report on the hull

Clive Bell
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

005387-005396-6299

Withdrawn from class
See separate endorsement

999



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