

(Received at London Office

6373 on the Machinery of the Wood, Iron or Steel S.Sc. Stm.Tr. "COLWYN BAY" Year. Month.

1st Report No.	Port	Dkg, TSCL, B.S. O.F.	Periodical Surveys	LMC 8,51
Particulars of Examination and Repairs (if any)	Conversion & S.R.L. ITEM.		100A1 Steam	
Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the			Trawler 4,52	TSCL 3,52
use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on			s.s. Hul 4,52	
ount of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides				
ng detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and				
itals 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.....
Is a damage report made by anyone else? If so, by whom?
Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes
Donkey " " "
What parts of the Boilers could not be thus thoroughly examined?

that 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? } Efficient.

_____ Present condition of funnel(s) _____

_____ of internal examination of each boiler 11.2.53. _____

and the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 lb/sq. inch
Spt. 225 lb/sq. inch

and the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?
 all the manholes doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boilers?

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

1 the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? No

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes
Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 23.1.55. State the wear down in

stern bush..... Close fit...... Is electric light and/or power fitted?..... If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?.....
..... 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. Complete.

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

NOW DONE:- Vessel placed on slipway. Propeller, after end of sternbush and outside fastenings

all sea connections examined.

T.S.C.L:- Screwshaft withdrawn and examined together with sternbush and found satisfactory.

B.S:- Boiler examined internally and externally together with its superheaters, mountings

doors and fastenings, and all found or now placed in good condition. Boiler subsequently examined under steam and safety valves adjusted to above stated pressures. Oil fuel burning an

steam smothering installations examined and tested under working conditions and found satisfactory.

NOW DONE FOR O.F. CONVERSION:- Oil fuel unit, Wallsend Shipway No.F.3455, Weirs Transfer Pump

No.271618, and Victor Minor oily water Separator No.1820 fitted in Stokehold.Certs. attached.

Oil fuel transfer, filling, steam heating, fire extinguishing system, piping, all fitted and tested to Rule Requirements, including separate controls outside machinery space (P.T.O).

all as per "Approved" plan of 16.12.52.

General Observations, Opinion, and Recommendation:—

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, 140 lb., FD, &c.)

The Machinery of this vessel is eligible in my opinion to remain as now classed with fresh

record of T.S.C.L. 4, 5, B.S. 5, 55 and to have the notation "150° F."

Survey Fee (per Section 23) TSCL £ 2 : 0 : 0 Fees applied for. 19 MAR 1964
BS 5 : 0 : 0

XXXXXX Repair Fee (if any)	£ 5 5 0	Received by me,	<i>Barnicoat</i> Engineer Surveyor to Lloyd's Register of Shipping
(per Section 23.) Selling	2 2 0		

O.F. £ 15 15 0 19.....
 Conversion on **THU 2 APR 1953**

Committee's Minute.....

signed *S. I. S. without the cond.* *17-11-11 AD 3.03 2nd above 150 F* Foundation

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Stm.Tlr. "COLWYN BAY".

NOW DONE FOR O.F. CONVERSION:- (Contd).

Diesel oil and all Oil Fuel Tanks fitted with K.D.G. Clock type (sounding) gauges.

The requirements of Section 18 & 19 of the Rules complied with, where applicable.

One - 10 Gallon and Two - 2 gallon "Foamite" fire extinguishers fitted in Engine Room.

Two - 2 gallons "Foamite" fire extinguishers fitted in Stokehold, and One - 2 gallons at Engine Room entrance. Installation examined under working conditions and found satisfactory.

REPAIRS WEAR & TEAR:- Bronze propeller tips found slightly buckled and torn propeller removed, reconditioned and subsequently refitted. Sternbush rewooded.

BOILER:- Port, centre & starboard corrugated furnaces renewed. Stamped:-

Port - 10042 J. T.P.G. 27 L.R.1.

Centre 10042 J. T.P.G. 27 L.R.5.

Starbd 6666 J. T.P.G. 26 L.R.5. Advice note attached.

P.C.C. 2 plain and 1 stay tube renewed.

Stbd.C.C. 28 plain and 9 stay tubes renewed - tube plate in way faired in place.

Port and Starboard manholes built up by means of E.W. and doors refitted.

Boiler hydraulically tested on completion of repairs & found satisfactory.

One length 4" bore steam to superheater pipe renewed.

S.R.L.ITEM:- Re-examine thrust block by 9,52 (5 months limit).

NOW DONE:- Thrust block complete, removed, dispatched to Makers - New base made, top half, and bearings overhauled, and all refitted on board and aligned. It is submitted that this item may now be deleted from the S.R.List.

J. Barnicoat



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