

Rpt. 9.

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

(Received at London Office)

No. 11076

Date of writing Report 15th Aug 1924 When handed in at Local Office 15th Aug 1924 Port of Grimsby
No. in Reg. Book. Survey held at Grimsby Date, First Survey 30th July Last Survey 13 Aug 1924
59062 on the Machinery of the Wood, Iron or Steel S.C.K. OPHIR II

Tonnage { Gross 213
Net 105

Vessel built at Hull

By whom Cochrane & Sons

When 1906 9

Nominal Horse Power { 108

Engines made at Hull

By whom C.D. Holmes & Co

When 1906

No. of Main Boilers 1

Boilers, when made (Main) 1920

(Donkey) ✓

No. of Donkey Boilers 1

Owners Edward Smith & Co Ltd

Port Grimsby

Voyage Fishing

Steam Pressure in Main Boilers 180

Managers A. Hammett

If Surveyed Afloat or in Dry Dock Hull DK

(State name of Dock.)

Last Report No. 13225 Port GMS

Particulars of Examination and Repairs (if any) B.S.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, 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? ✓

Do. " Donkey " " " ✓

What was done, state for what reasons? ✓

What parts of the Boilers could not be thus thoroughly examined? All 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? 180 lb ✓

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 Boiler? ✓

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 the shaft now been drawn and examined? ✓

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 the shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now been fitted new? ✓

Has it a continuous liner? ✓

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

Is there any space between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? ✓

Is the work not complete state what arrangements have been made for its completion and what remains to be done? Complete

The main boiler with its mountings examined & found in good order & its safety valves adjusted as above. It is stated that the Special Survey No. 1 will be carried out in November next.

Observations, Opinion, and Recommendation:—

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 what 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, E.D., &c.)

The machinery of this vessel is eligible in my opinion to remain as classed & to have full record B.S. 8.24

Class (see 22) 2 0 0

Fees applied for 15.8 1924

Repair Fee (if any) 2 ✓

on 22) 2 ✓

(if chargeable) 2 ✓

Received by me 1924

Minute TUES. 19 AUG 1924

Deferred for No. 1

B.S. 8.24

Engineer Surveyor to Lloyd's Register of Shipping.

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006705-006722-0178

B.S. due 6.24. held
stated that the S.S. due 6.24. will
be held in November.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 24.

It is submitted that
this vessel is eligible to
remain as CLASSED Subject

to the new shaft
being specially caused
at the front of the
line before the
end of 2.25

L.
18/8/24

MARGIN.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS



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