

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

No. 13989

(Received at London Office)

Report of Survey for Repairs, &c., of Engines and Boilers.  
 Date of writing Report 14 July 1924 When handed in at Local Office 14 July 1924 Port of Grimsby SAT JUL 5 1924  
 in Survey held at Grimsby Date, First Survey 16 June Last Survey 18 June 1924  
 on the Machinery of the Wood, Iron or Steel Sc K "ELITE" (No. of Vessel 3)

Age { Gross 180  
 Net 40  
 Vessel built at Glasgow By whom Mackie & Thompson When 1902  
 Engines made at Glasgow By whom Muir & Houston Ltd When 1902  
 Boilers, when made (Main) 1902 (Donkey) ✓  
 Owners Dobson & Son Ltd Port Grimsby Voyage Fishing  
 Managers C Dobson  
 Main Boilers 200  
 Donkey Boilers ✓  
 If Surveyed Afloat or in Dry Dock Fish Dock  
 (State name of Dock.)

Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) B.S. & T.S.

Medical Surveys, when held, must be reported in detail and verbatim 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 the 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.

Where 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 ✓

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

Has the 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? 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? ✓

Has the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 200 lb.

Has the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes

, and of the Donkey Boiler? ✓

Has the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Has the Surveyor examine all the mountings of the Main Boilers? yes

, and of the Donkey Boiler? ✓

Has the screw 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? ✓

Has the shaft now been changed? no If so, state reasons ✓

Has the shaft now 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? ✓

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Close (new wood)

Is the Survey 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 under steam as above

The tail shaft drawn in & examined. On examination it was found that no further working had taken place at the large end of cone (mentioned in Grimsby Report no 12205). It has therefore been arranged with the superintendent that the shaft at large end of cone be again examined before the end of December 1925. The outside fastenings of the sea connections, examined & found in good condition

## 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.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

The machinery of this vessel is eligible in my opinion to remain as classed & to have fresh record of B.S. 6.24 & the notation of T.S. 6.24. Subject to the tail shaft being again examined before the end of December 1925.

Fee (per Section 88) £ 2 0 0

Damage or Repair Fee (if any) £ ✓

Other Expenses (if chargeable) £ ✓

Fee applied for 4.7.1924

Received by me, 1925

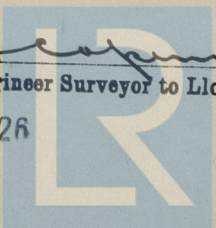
Received by me, 1925

Committee's Minute FRI 11 JUL 1924

FRI. 5 FEB 1926

As now subject B.S. 6.24

Engineer Surveyor to Lloyd's Register of Shipping.



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*P.L. due 5. 24 now held +  
Screw shaft examined.*

*It is submitted that  
this vessel is eligible for  
THE RECORD. BS 6. 24.  
S 6. 24.*

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 to  
remain as CLASSED. subject  
to the <sup>survey</sup> shaft at the  
large end of the cone  
being examined before  
the end of Dec:  
1925.*

*J.W.  
8/7/24*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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