

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

(Received at London Office) FRI. JAN. 17. 1913

Date of writing Report 16/11 1913 When handed in at Local Office Port of GRIMSEY

Survey held at GRIMSEY Date, First Survey and Last Survey 7/1 1913 (No. of Visits one)

Element on the Machinery of the Wood, Iron or Steel S. K. "FENTONIAN." Master

Age Gross 230 Vessel built at Selby By whom Lochrane & Sons Ltd. When 1912. Net Engines made at Gurnishy By whom St. bentsl. coop. & S. K. Ltd. When 1912

Boilers, when made (Main) 1912 (Donkey) Voyage Fishing Owners St. bentsl. coop. & Ship Rep. Co. Ltd. Port Gurnishy

If Surveyed Afloat or in Dry Dock Irish Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

100 A1
Stm Fawler.
(Class contemplated)

Particulars of Examination and Repairs (if any) Propeller. Periodical Surveys, when held, must be reported in detail and serially 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials and initials 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? Was a damage report made by anyone else? If so, by whom?

The Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Donkey

What parts of the Boilers could not be thus thoroughly examined? To what pressure were they afterwards adjusted under steam?

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? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Main Boiler? and of the Donkey Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler? and of the Donkey Boiler?

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 screw shaft now been drawn and examined? No. Is it fitted with continuous liner? or two liners? or is it without liners?

Has the shaft now been changed? If so, state reasons. Has it a continuous liner? or two liners? or is it without liners?

Has the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

What is the distance between ligum vitae of stern bush and top of after bearing of screw shaft? good fit. Complete.

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

General Observations, Opinion, and Recommendation:— This report is forwarded for the information of the Committee. 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. 9,10, B.&M.S. 9,10, or L.M.C. 9,10, 140 lb., E.D., &c.

Fee (per Section 28)	£	19	Fees applied for
Damage or Repair Fee (if any)	£		
Printing Expenses (if chargeable)	£		
		19	Received by me,

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. JAN. 21. 1913
Signed See minute on S.D. reports.



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