

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

(Received at London Office)

MAY -1 1940

Date of writing Report 24.4 19 40 When handed in at Local Office 24.4 19 40 Port of Marseilles

No. in Reg. Book 2874 Survey held at Marseilles Date, First Survey 11th January Last Survey 8th April 1940 (No. of Visits five)

on the Machinery of the ~~Wood, Iron or Steel~~ Iron Steam Trawler MARGARET ROSE

Gross Tonnage 348 Vessel built at Beverley By whom Cook, Wetherill & Gemmill Ltd When 1912 Month 7

Net Tonnage 169 Engines made at Hull By whom Amos Smith Ltd. When 1912

Nominal Horse Power 115 Boilers, when made (Main) 1919 refitted 1936 (Donkey)

No. of Main Boilers 1 Owners Mar Rose Ltd. Koch Fishing Co. Owners, Hull, Ltd Address Hull, Ltd

No. of Donkey Boilers Managers Culliford & Clark Port Grimsby Voyage

Working Pressure in Main Boilers 200 lb/sq If Surveyed Afloat or in Dry Dock Afloat & Dry Dock (State name of Dock.) Marseilles Docks. & Dry Dock

No. of Donkey Boilers

Last Report No. _____ Port _____

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

Periodical Surveys, when held, must be reported in detail and description in the terms of the Rules. State clearly 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 dates and initials of any letters respecting this case.

Where 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

Has 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? Yes

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

If this was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly 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?

What is the latest date of internal examination of each boiler? 8-2-40 Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Not adjusted

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? Yes, and of the Donkey Boilers?

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

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers?

Has the 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 the 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?

What is the date of examination of Screw Shaft? State the distance betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft. Not taken

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

Survey the boiler remains to be examined under steam & the safety valves adjusted.

The Owners representative states that this will be done on arrival in the U.K. when the vessel will be dry docked & a new propeller fitted.

Now done:- Boiler examined externally & internally with all doors, fastenings & mountings. Various boiler mountings & fittings stated to have been unlawfully moved from the ship now renewed.

Vessel placed in dry dock. Propeller & all outside fastenings of the ship side inspected examined. One propeller blade found broken. Arrangements made with Owners Representative to have propeller renewed on vessel's arrival in the U.K.

General Observations, Opinion, and Recommendation: The machinery of this vessel as now seen is eligible, in my opinion, to remain as classed with peak record of B.S. 240 subject to the propeller being renewed on the vessel's arrival in the U.K.

(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. 240, B.S. 240, L.M.C. 240, or L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 29) BS £ 564.7p Fees applied for 23.4 19 40 Ja

Special Damage or Repair Fee (if any) (per Section 29.) £ 188.7p Received by me, 19

Selling expenses (if chargeable) £ 110.7p

Committee's Minute Deferred

Signed _____

Norman Dobson, E. Marlborough, Engineer Surveyor to Lloyd's Register of Shipping.

MAY 10 1940

Lloyd's Register Foundation

007865-007873-0228

Is a Certificate required? If so, to be sent to _____