

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

(Received at London Office)

MAY -1 1940

Date of writing Report 24.4.1940 When handed in at Local Office 24.4.1940 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~~ ~~stn~~ ~~trans~~ MARGARET ROSE

Gross 348. Net 169. Vessel built at Beverley By whom Cook, Wether. Gemmill Ltd When 1912 7.

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~~ ~~high fishing to~~ Owners' Address ~~Hull, Rd~~No. of Donkey Boilers ✓ Managers ~~Culliford & Clark~~ Port Grimsby Voyage ✓

Steam 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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years and Months since last Survey and of Periodical Survey.	Machinery and Boiler Surveys (including date of N.B., if any).
✓ for Special Survey		
+150 A1 steam		LHC 5.36
trans 3.39.		BS 10.38
SS Mch. 2nd N°3 -5.36		TS (CL) 8.38

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

If 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 ✓

as 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? ✓

" " Donkey " " " ✓

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 latest date of internal examination of each boiler 8-2-40

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? ✓

Is 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? ✓

Is the shaft now been changed? ✓ If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Is 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 date of examination of Screw Shaft ✓ State the distance between lignum vitae 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? ✓

Was 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 unsatisfactorily moved from the ship now renewed.

Vessel placed in dry dock. Propeller & all outside fastenings of the ship side inspections 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

(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, & L.M.C. 9,11, or

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.

Survey Fee (per Section 29) B.S. £ 564.7p
 Working Damage or Repair Fee (if any) (per Section 29.) £ 188.7p
 Selling expenses (if chargeable) £ 110.7p

Committee's Minute

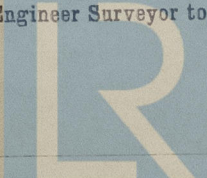
signed

Deferred

MAY 10 1940

Fees applied for
 23.4.1940
 Rs. 862.
 Received by me,
 19

Norman Dobson. & E. Hailborough.
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

007865-007873-0228