

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

No. 24305

Date of writing Report 3-7-47 When handed in at Local Office 3-7-47 (Received at London Office 17 JUL 1947)  
 No. in Survey held at ANTWERP Port of ANTWERP  
 on the Machinery of the Wood, Iron or Steel TRAWLER "WINSTON SPENCER CHURCHILL" (EX. ADMIRALTY TRAWLER "BIGGALL")  
 Date. First Survey 14 August 1946 Last Survey 9 May 1947 (No. of Visits 10)  
 Tonnage { Gross 472 Vessel built at PORT GARGASQU  
 Net 167.25 Engines made at - do - By whom FERGUSON BOES (F.G.M.S.) LTD.  
 Nominal Horse Power 154 Boilers, when made (Main) 1943 By whom - do - When 1945 Month 4  
 No. of Main Boilers 156 Owners N.V. OOSTENDSCHE REEDERIJ (Donkey) - When 1945 Month 4  
 No. of Donkey Boilers - Managers - Owners' Address -  
 Steam Pressure in Main Boilers 200 LBS. (If not already recorded in Appendix to Register Book.)  
 in Donkey Boilers - Port OOSTEND Voyage -  
 If Surveyed Afloat Y in Dry Dock N° 5DD + 28 BERTH (State name of Dock.)

Last Report No. - Port -

## Particulars of Examination and Repairs (if any) LMC, T.S. AND OIL FUEL INSPECTION.

(Periodical Surveys, when held, must be reported in detail and serially 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 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 Not Required

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? Y

" " Donkey " " " "

If not, 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? -

State latest date of internal examination of each boiler 4/8/47

Did the Surveyor examine the Safety Valves of the Main Boilers? Y

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Y

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Y

To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the drain plugs of the Main Boilers? Y

and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Y

and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? Y

Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? Y

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

Has the shaft now fitted been previously used? -

Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? -

State date of examination of Screw Shaft 12/9/46

State the wear down in the stern bush 1/16"

Is electric light and/or power fitted? Y

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Y

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

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

How done: Vessel placed in drydock propeller after end of stern tube, oil gland, sea connecting with these inside and outside fastenings examined, was done taken as after screw shaft drawn inboard and examined. All shipside valves and cocks found up examined, ground and re-packed.

Main Engines: Cylinders, cross pistons, valves, valve gear, rods, crossheads, guide link gear, connecting rods, with fit and flange and bases, crankpins, main bearings and crankshaft journals examined. Attached pumps opened up and examined in their entirety.

rust and screw shaft bearings found up and examined throughout.

main and auxiliary steam pipes examined under test.

independent drain pump and generator engine found up and examined throughout.

## 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, BS 9.11, &MS 9.11, LMC 9.11 or LMC 10.11, FD, &c.)

The machinery of this vessel as now seen is in a good and efficient condition and slight in my opinion to have the class of LMC 4/47

Survey Fee (per Section 29) LMC FRS: 5165 - Fees applied for 3-7-1947  
 Special Damage or Repair Fee (if any) After FRS: 5390 -  
 Selling expenses (if chargeable) FRS: 150 -  
 Committee's Minute FRI. 22 AUG 1947  
 Signed + LMC 5.47 subject

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

007898-007894-0047

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to Antwerp office.



12 AUG 1947

Contin

Electrical equipment motor checked, examined overhauled and megger tested. the wiring, fuses, switch boards etc. efficiently fitted in accordance with approved plan dated 24/12/46 megger checked and found in good order.

B.S.: the boiler examined throughout along with all mountings, manholes, doors, etc. afterwards examined under steam and safety valve adjusted to pressure as above.

pumping arrangements, valves, pipes, strainers etc. opened up and examined throughout.

Oil fuel conversion, pumping arrangements etc fitted in accordance with approved plan 30/8/46.

The today oil fuel unit No T 1451 flayed tested 500/200 lb/sq. R.T.P. 28/1/47. Oil fuel pressure pipes etc. Last time fitted in accordance with Rule requirements and hydraulic tested to 500 lb/sq.

Steam smothering gear, corallio, drip trays, control gear etc. Last time fitted in accordance with Rule requirements. The main and auxiliary machinery etc. examined under working conditions and found satisfactory.

Notes: Storing engine and windlass opened up and examined throughout at this time.

Repairs Effected: Main circulating pump impeller shaft renewed. several repairs of a minor nature effected.

hay



© 2021

Lloyd's Register  
Foundation