

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

(Received at London Office)

3 SEP 1948

Date of writing Report 27 August 1948 When handed in at Local Office 31-8-1948 Port of ANTWERPNo. in Survey held at OSTEND Date. First Survey 15 July Last Survey 21 August 1948
Reg. Book. 16024 on the Machinery of the Wood, Iron or Steel TRAWLER "WINSTON SPENCER CHURCHILL" (No. of Vessels 3)

80096

Tonnage { Gross 472 Vessel built at PORT GLASGOW By whom FRAUSON BROS (PORT GLASGOW) LTD Year. Month. 1945 4
 Net 167 Engines made at Do By whom Do When 1945 -
 Nominal 154 Boilers, when made (Main) 1945 (Donkey) -
 Horse Power 154 Owners N.Y. COSTENDSCHE REEDERIJ Owners' Address (If not already recorded in Appendix to Register Book.)
 No. of Main Boilers 153 Managers Port OSTEND Voyage -
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock AFLOAT OSTEND
 Steam Pressure 200 LB (State name of Dock.)
 in Main Boilers 200 LB
 in Donkey Boilers -

Last Report No. - Port -Particulars of Examination and Repairs (if any) B.S. AND REPAIRS.

(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? yes." " 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 12/8/48Present condition of funnel(s) Good.Did the Surveyor examine the Safety Valves of the Main Boilers? yes.To what pressure were they afterwards adjusted under steam? 200 LB/SQ.Did the Surveyor examine the Safety Valves of the Donkey Boilers? -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.Has it a continuous liner? -Is an approved oil retaining appliance fitted at the after end? -Has shaft now been changed? - 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 -State the wear down in the stern bush float.Is electric light and/or power fitted? yes.If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no.Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no.

Engine parts, when referred to by numbers, should be counted from forward.

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

How TONE:- The boiler examined throughout along with all mountings, manholes, doors etc. afterwards examined under steam and safety valves adjusted to pressure as above. All fuel burning installation, pipes, funnels, grates, control gear etc. examined and found satisfactory.

Repairs:- All plain tubes of the boiler removed, 20 stay tubes removed. tub plates specially examined. after repairs boiler examined under hydraulic pressure test and found satisfactory.

General Observations, Opinion, and Recommendation: The machinery of this vessel as now

(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, BMS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

seen is in a good and efficient condition and capable in my opinion to remain as now classed with fresh record of B.S. 8/48

Survey Fee (per Section 29) B.S. 2 rep. Frs : 3180Fees applied for 31-8-1948Special Damage or Repair Fee (if any) £ :

(per Section 29.)

Travelling expenses (if chargeable) Fr. : 1065.Received by me, 19Committee's Minute -

FRI 1 OCT 1948

Assigned -

As noted subject
BS 8,48

Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN.

007888-007894-0054