

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 31-8-48 Port of ANTWERP

No. in Survey held at OSTEND Date. First Survey 15 July Last Survey 21 August 1948
(No. of Visits 3)

16024 on the Machinery of the Wood, Iron or Steel TRAWLER "WINSTON SPENCER CHURCHILL"
80096

Tonnage { Gross 472 Vessel built at PORT GATSBOROUGH By whom FARNSON BROS (PORT GATSBOROUGH) 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 }
 No. of Main Boilers 153 Owners N.Y. OSTEENSCHKE REEDERIJ Owners' Address _____
 No. of Donkey Boilers - Managers _____ (if not already recorded in Appendix to Register Book.)
 Steam Pressure _____ Port OSTEND Voyage _____
 in Main Boilers 200 LB.
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat OSTEND
 (State name of Dock.)

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

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100A1 5.47</u>		<u>+HMC.5-47</u>
<u>STM TRAWLER</u>		<u>T.S.O.G. 5-47</u>
<u>BS ANT- 5.47</u>		
<u>FITTED FOR OIL FUEL 5.47 F.P. ABOVE 120°F.</u>		

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) B.S. ANT. 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 12/8/48

Present 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 Done:- The boiler examined throughout along with all mountings, manholes, doors etc. afterwards examined under steam and safety valves adjusted to pressure as above. Oil fuel burning installation, pipes, tanks, glands, 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, 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

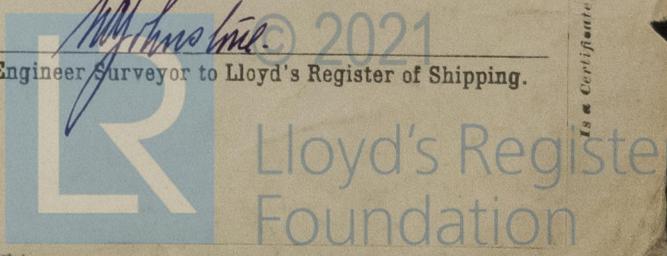
Survey Fee (per Section 29) B.S. 2. exp. FRS : 3180 Fees applied for 31-8-1948
 Special Damage or Repair Fee (if any) _____ £ : _____
 Travelling expenses (if chargeable) FRS : 1065. Received by me, _____

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
Assigned _____
FRI 1 OCT 1948
As now subject
BS 8,48

CERTIFICATE WRITTEN.

007888-007894-0054



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

This Certificate required if so, to be sent to Antwerp office