

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

(Received at London Office)

WED. JUN. 30 1920

Survey Report June 29<sup>th</sup> 1920 When handed in at Local Office June 29<sup>th</sup> 1920 Port of GRIMSBY

Survey held at Grimsby Date, First Survey June 4<sup>th</sup> Last Survey June 29<sup>th</sup> 1920

on the Machinery of the Wood, Iron or Steel S & K Veiper Master

Vessel built at Selby By whom Cochrane & Sons When 1906 7

Engines made at Hull By whom B. D. Holmes & Co When 1906

Boilers, when made (Main) 1906 (Donkey)

Owners White & Willows Port Grimsby Voyage Fishing

If Surveyed Afloat or in Dry Dock Both Sub Dock

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

Port No. Port Particulars of Examination and Repairs (if any) B.S.

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and if detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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 not. Was a damage report made by anyone else? If so, by whom?

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

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

Were any repairs done, state for what reasons? Yes

Were any of the Boilers could not be thus thoroughly examined? Yes

Were any 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? Yes

Did you examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

Did you examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

Did you examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Did you examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? Yes

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

Has the boiler now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes

Has the boiler been changed? Yes If so, state reasons? Yes

Has the boiler now fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

Is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

Are the arrangements not complete state what arrangements have been made for its completion and what remains to be done? Complete

When tested by the Surveyor? Boiler with its mountings & safety valves examined & found in working condition.

When tested by the Surveyor? Safety valves adjusted under steam to the above pressure.

When tested by the Surveyor? Filler & outside fastenings examined & found in order.

Observations, Opinion, and Recommendation:— The machinery of this vessel as far as seen is eligible in my opinion to remain as classed with the record of B.S. 6, 20.

Fees applied for June 29<sup>th</sup> 1920 £ 1 0 0

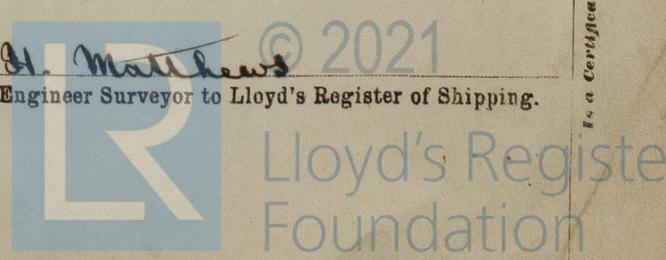
Received by me, J. H. Matthews, 24/7/20

TUE. JUL 6 1920

Boiler Section 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120

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

If so, to be sent to



B.S. due 3.20 now held

It is submitted that  
this vessel is eligible for  
THE RECORD. B.S. 620

J.L.  
1/3/20

N.B.—If this Report is copied by Copping Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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