

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

(Received at London Office 17 OCT 1945)

Date of writing Report 16-10-45 When handed in at Local Office 16-10-45 Port of

No. in Survey held at Hull Date. First Survey 5-10-45 Last Survey 6-10-45
Reg. Book. 10144 on the Machinery of the Wood, Iron or Steel STEAM TRAWLER LADY STANLEY (No. of Visits 2)

Tonnage { Gross 276 Vessel built at S. Shields By whom J.P. Rennoldson & Sons Ltd When 1917
 Net 107 Engines made at do By whom do When 1917
 Nominal 88MN Boilers, when made (Main) 1920 fitted 1934 (Donkey) —
 Horse Power 88MN Owners S^r Andrews Steam Fishing Co. Owners' Address —
 No. of Main Boilers One Managers B. A. Parkes (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers nil Port Fleetwood Voyage Fishing
 Steam Pressure in Main Boilers 180 lb
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock LNER Slipway
 (State name of Dock.) S^r Andrews 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)
100A-1. 8tm		LMC 1-39
Trawler 5-40		BS. 5-40
		T.S. CL. 5-40
S.S. Fleetwood		
2nd No 3 - 1-39		
NB made 20 refitted 34.		

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage (T-S)

(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 yes, not required

Was a damage report made by anyone else? If so, by whom? Underwritten Surveyor

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

" " Donkey " " ✓

If not, state for what reasons stated Survey just completed

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 ✓ Present condition of funnel(s) ✓

Did the Surveyor examine the Safety Valves of the Main Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

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? ✓, 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? ✓, and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no

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 5-10-45 State the wear down in the stern bush close fit

Is electric light and/or power fitted? ✓ If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Has 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 complete

Now done for damage stated due to travel down fouling propeller whilst engaged in fishing, on 3 October 1945

Vessel placed on slipway. B.I. Propeller found to have one blade broken off at root, spare propeller (previously used on another vessel) now fitted.

Tailshaft drawn and examined, found satisfactory.

Sternbush examined, found satisfactory.

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, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

Eligible to remain as classed, and to have record of T.S. ch. 10-45

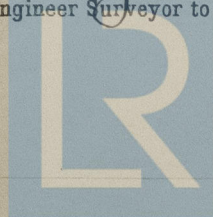
Survey Fee (per Section 29) £ : : Fees applied for 19
 Special Damage or Repair Fee (if any) £ 2 : 2 : 0 Received by me, 19
 (per Section 29.)
 Travelling expenses (if chargeable) £ : :

Committee's Minute TUES. 13 NOV 1945

Assigned S 10,45

John Douglas

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Screw shaft examined.
& propeller removed
after damage

It is submitted that this
vessel is eligible for THE
RECORD. S 10.45

Reel
6/11/45



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