

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

(Received at London Office 23 JUN 1947)

Date of writing Report 23 JUN 1947 When handed in at Local Office 23 JUN 1947 Port of London

No. in Survey held at London Date. First Survey 2-6-47 Last Survey 12-6-1947
 Reg. Book. 64910 on the Machinery of the Wood, Iron or Steel steam tug "Vincia" (No. of Visits 2)

Tonnage { Gross 150 Vessel built at Dartmouth By whom Philip & Son Ltd. Year. Month. 1909. 6.
 Net - Engines made at Dartmouth By whom Philip & Son Ltd. When 1909 6.
 Nominal 99 RHP Boilers, when made (Main) 1909 - 6 month. (Donkey) -
 Horse Power {
 No. of Main Boilers 1 Owners William Watkins Ltd. Owners' Address -
 No. of Donkey Boilers - Managers J. R. Watkins Port London Voyage -
 Steam Pressure - If Surveyed Afloat or in Dry Dock Afloat.
 in Main Boilers 165 (State name of Dock.)
 in Donkey Boilers -

Last Report No. 114078 Port LonParticulars of Examination and Repairs (if any) B.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.

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?

" " 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

2-6-47

Present condition of funnel(s)

165 lbs.

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

Yes.

To what pressure were they afterwards adjusted under steam?

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

Yes.

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?

Yes.

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?

Yes.

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

Has shaft now been changed?

Yes.

If so, state reasons

Has the shaft now fitted been previously used?

Yes.

Has it a continuous liner?

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

Yes.

State date of examination of Screw Shaft

State the wear down in the

stern bush

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.

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

The wastage of the boiler shell plating in way of the blow-down valve remains to be made good. The Owners representative states that the vessel is due for a refit in August of this year (1947) at Ramsgate when the above repair will be done.

Now Done:—

Examined boiler internally and externally including all door mountings and fastenings and afterwards adjusted Safety valves under steam.

Found. Wastage of the boiler shell plating in way of the flange of the blow-down valve.

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.)

seen is in good condition and eligible in my opinion to remain as classed and to have fresh record of B.S. (6-47) when the survey is completed.

Survey Fee (per Section 29) £ 3 : - : -
 Special Damage or Repair Fee (if any) £ : :
 Travelling expenses (if chargeable) £ : :
 Fees applied for 23 JUN 1947
 Received by me, J.W. Major

Committee's Minute WED 30 JUL 1947
 Assigned As now, subject

Engine Surveyor to Lloyd's Register of Shipping.



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008428-008433-0136