

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

(Received at London Office TUE 13 NOV. 1923)

Date of writing Report 19 When handed in at Local Office 5/11/1923 Port of Hull

No. in Reg. Book. Survey held at Hull Date, First Survey 23.10/23 Last Survey 28/10/23 19 (No. of Visits 2)

10344 on the Machinery of the Wood, Iron or Steel. Sck. TORONTO

Tonnage { Gross 204 Net 77 Vessel built at Selby By whom Cochrane & Sons Ltd When 1915-1

Registered Horse Power 55 Engines made at Hull By whom G.D. Holmes & Co Ltd When 1915

No. of Main Boilers 1 Boilers, when made (Main) 1915 (Donkey) ✓

No. of Donkey Boilers ✓ Owners Hull Steam Fishing Ice Co Ltd Port Hull Voyage Fishing

Team Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock drydock & Aquatic Pit Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ✓

Last Report No. Port

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100 A.I.		+L.M.C. 9.19.
Steam Trunk 1.23		B.S. 1.23
S.S. Hull No. 19.		T.S. 1.23

Particulars of Examination and Repairs (if any) M.S. (completion)

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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.

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? ✓

Do. " Donkey " " " " ✓

If this was not done, state for what reasons? ✓

Did 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? ✓

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted new? ✓ Has it a continuous liner ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 4

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

See Hull Report No 34548.

Screw shaft propeller & sea connection & fastenings examined & found satisfactory

General Observations, Opinion, and Recommendation:— The machinery of this vessel (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, B.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 p., F.D., &c.)

as far as now seen is in a good & efficient condition & eligible in my opinion to remain as classed with fresh record of +L.M.C. M.S. 9.23

Survey Fee (per Section 28) £ : ✓

Special Damage or Repair Fee (if any) (per Section 28) £ : ✓

Calling Expenses (if chargeable) £ : ✓

Fees applied for 19

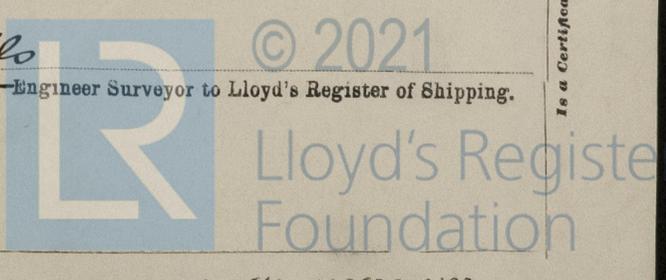
Received by me, G. Wells

Committee's Minute TUE. 13 NOV. 1923

signed + dmb M.S. 9.23

CERTIFICATE WRITTEN 5/12/23

Engineer Surveyor to Lloyd's Register of Shipping.



*Sl. No 2 due 1.23. part held 9.23,
completed.
Screen left examined.*

*It is submitted that
this vessel is eligible for
THE REG. FEE. + L.M.C. 115/9/23*

N.B.—If this Report is copied by Copying 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.

*J.M.
10/1/23.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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