

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

(Received at London Office. LONDON 1920)

Date of writing Report 19 When handed in at Local Office 12 MAR. 1926 10 Port of LIVERPOOL 10th Feb Last Survey 10th Mar 1926 (No. of Visits 5)

No. in Reg. Book. Survey held at FLEETWOOD Date, First Survey 10th Feb Last Survey 10th Mar 1926 (No. of Visits 5)
0974 on the Machinery of the Wood, Iron or Steel SER THE NORMAN

Tonnage Gross 225 Net 86 Vessel built at NORTH SHIELDS By whom SMITH'S DOCK CO LD When 1908-12.
Engines made at SHIELDS By whom MACDONALD & POWELL CO LD When 1908.
Nominal Horse Power 57 Boilers, when made (Main) 1908 (Donkey) -
No. of Main Boilers 1 Owners SEAFIELD TRAWLING CO Owners' Address (if not already recorded in Appendix to Register Book).
No. of Donkey Boilers 1 Managers W. MORLEY Port FLEETWOOD Voyage
Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock WYRE DR & SHIP
in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port
Particulars of Examination and Repairs (if any) LMC. & TS.

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of S.B., if any).
+100 A1 steam trawler 12.22.	+LMC 1.20. BS 11.24. TCL 12.22.
85 FT No 3. 1.20.	

(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. 22/1/26. 1/2/26. (3)

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? ✓
Do. " Donkey " " " " ✓

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

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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? 180 lbs

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? ✓ 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 ✓ Is 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? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 18 F

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

How done. Vessel placed on slipway, screw shaft drawn in, examined and found in good condition. Examined sea cocks and valves, propeller and fastenings and found all in good condition. Examined all cylinders, pistons, valves and steam chests, crank and thrust shafts, air circulating bilge and feed pumps with their valves and connections. Condenser and Pumping arrangements all found in good condition. Examined Boilers internally and externally with mountings and safety valves, generally in good condition, after valves examined under steam and safety valves adjusted as above. Mins upon carried out. Machinery tried under steam and found in good order.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is in good condition and eligible in my opinion to remain as classed out to have her class + LMC 3-26 and screw shaft last seen C-1 3-26.

Survey Fee (per Section 28) LMC £ 5.0.0 Fees applied for
LATE ATTENDANCE £ 1.1.0 2 MAR. 1926
Special Damage or Repair Fee (if any) (per Section 28.) £ 3.0.0 Received by me, J. H. Leicester
Travelling Expenses (if chargeable) £ 3.0.0 3.5.10 26
Committee's Minute LIVERPOOL 2 MAR. 1926 TUES. 28 JUN 1927
Assigned + L.M.C. 3-26. J.S. 3-26. C.L. 177
CERTIFICATE WRITTEN 008603-008617-0323

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

1458700

In a Certificate required by 11, 20, to be sent.



Full survey completed
S.V. No. 1. Dec 1. 24. Party held 12 machinery
4. 25. again held B.V. Dec 11. 25. held
Screw shafts - Dec 12. 25. examined
minor repairs effected.

N.B. - If this Report is copied by copying Press, special 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.

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 3. 26

S. 3. 26.

[Signature]
19/3/26



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