

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

(Received at London Office. 13 JAN 1926)

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

0974 on the Machinery of the Wood, Iron or Steel S.S. THE NORMAN

Tonnage Gross 225 Net 86 Vessel built at NORTH SHIELDS By whom SMITH'S DOCK CO LD When 1908-12.

Nominal Horse Power 57 Engines made at SHIELDS By whom MACDONALD & POWELL CO LD When 1908.

No. of Main Boilers 1 Boilers, when made (Main) 1908 (Donkey) -

No. of Donkey Boilers 1 Owners SEAFIELD TRAWLING CO Owners' Address (if not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers 180 lbs Managers W. MORLEY Port FLEETWOOD Voyage

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock WYRE DOCK & SHIP (State name of Dock.)

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.

(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. 22/2/26. 12/2/26. (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? Yes

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? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

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

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

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

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? No 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.

Now 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 Boiler internally and externally with mountings and safety valves, generally in good condition. Afterwards examined under steam and safety valves adjusted as above. Minor repairs carried out.

Machinery tried under steam and found in good order.

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, 14c lb., F.D., &c.)

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.H. 3-26.

Survey Fee (per Section 28) LMC £ 5.0.0 Fees applied for

LATE ATTENDANCE 1.1.0 12 MAR 1926

Special Damage or Repair Fee (if any) £ 3.0.0 Received by me, J. H. Leicester

Travelling Expenses (if chargeable) £ 3.0.0 3-5-26

Committee's Minute LIVERPOOL 12 MAR 1926 TUES. 28 JUN 1927

Assigned + L.M.C. 3-26. J.S. 3-26. C.H. 177

CERTIFICATE WRITTEN 008603-008617-0323

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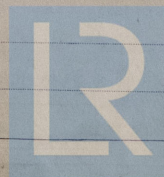
Full survey completed
S.V. 101 due 1.24. Party held 12 machinery
4.25. again held B.V. due 11.25. held
Screw shafts - due 12.25. examined
minor repairs effected.

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.

19/3/26



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.