

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

(Received at London Office 3 MAY 1951)

Date of writing Report 30.4.51 When handed in at Local Office -1 MAY 1951 Port of GRIMSBY.

No. in Survey held at GRIMSBY. Date. First Survey 4.4.51. Last Survey 19.4.51. (No. of Visits 3)

75882 on the Machinery of the ~~Woolly~~ Steel Steam Trawler "SEDDON"

Tonnage { Gross 296 Vessel built at Beverley By whom Cook, Welton & Gemmell, Id. When 1916 Month 11  
 Net 115 Engines made at Hull By whom Amos & Smith, Id. When 1916  
 Nominal Horse Power 89 MN Boilers, when made (Main) 1916 (Donkey) -  
 No. of Main Boilers 1 SB Owners Craig Stores (Aberdeen) Id. Owners' Address -  
 No. of Donkey Boilers - Managers Joseph & Craig (if not already recorded in Appendix to Register Book.)  
 Steam Pressure - Port Grimsby. Voyage Aberdeen.  
 in Main Boilers 185 lbs If Surveyed Afloat or in Dry Dock Fish Dock & Slipway.  
 in Donkey Boilers - (State name of 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 how expired.	Machinery and Boiler Surveys (including date of N.E. Hazy)
100A1		LMC 2,46.
Stm. Trawler		BS 7,48.
7,48.		TS (CL) 7,48.
s.s. Flt. 2nd No. 3		
2,46.		
Laid up pending survey.		

Last Report No. Port T.S. AND

Particulars of Examination and Repairs (if any) COMMENCEMENT OF L.M.C.

(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 summarized 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? Yes.

" " 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 4th April, 1951. Present condition of funnel (S) Efficient.

Did the Surveyor examine the Safety Valves of the ~~each~~ Boilers? Yes. To what pressure were they afterwards adjusted under steam? To be done.

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 ~~each~~ Boilers? Yes. and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the ~~each~~ Boilers? None fitted. and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the ~~each~~ Boilers? Yes. 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?

Has shaft now been changed? Yes. If so, state reasons Grooving. Has the shaft now fitted been previously used? No. Has it a continuous liner? Yes.

Is an approved oil retaining appliance fitted at the after end? No. State date of examination of Screw Shaft 6.4.51. State the wear down in the stern bush Rewooded. 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? Engine parts, when referred to by numbers, should be counted from forward.

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

all Rule requirements to be carried out with the exception of the items listed below. To complete the Boiler Survey, the safety valves require to be adjusted under steam. Aberdeen

Surveyors advised, copy of letter attached.

Now Done: Vessel placed on slipway, propeller, propeller shaft (drawn in), the sea connections (opened up) and their outside fastenings examined and placed in order.

The boiler was opened up and examined internally and externally, together with the safety valves, manholes, doors and other mountings and all found in good order.

Wear & Tear Repairs: The propeller shaft was found grooved at the top end of the cone. A new shaft: Lloyd's No. 4905 GH 18.4.51. J.N.P.D. has been fitted, see Rpt.10 attached.

General Observations, Opinion, and Recommendation:— The machinery of the vessel is in good condition

(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.)

and eligible, to remain as classed with fresh records of TS (CL) N. 4,51 now, and B.S. 4,51 when the safety valves have been adjusted under steam; also record of \*LMC MS (with date) on completion.

Survey Fee (per Section 29) T.S. £ 1 : - : - Fees applied for B.S. 4 : - : - -1 MAY 1951

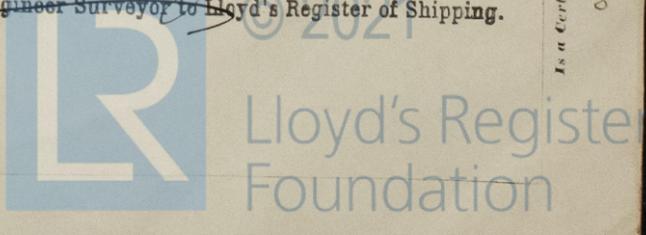
Special Damage or Repair Fee (if any) (per Section 29.) £ : - : - Received by me,

Travelling expenses (if chargeable) £ : - : - 19

Committee's Minute FRI. 1 JUN 1951 See how 117851 a

Assigned

E.G. Hickling  
Engineer Surveyor to Lloyd's Register of Shipping.



The Surveyors are requested not to write on or below the space for Committee's Minute.

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

Is a Certificate required? If so, to be sent to 008618-008627-0044