

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

(Received at London Office DEC 27 1939)

Date of writing Report _____ 19 _____ When handed in at Local Office 19 DEC '39 Port of HULL

No. in Reg. Book. 06663 Survey held at Hull Date, First Survey 7.12.39 Last Survey 12.12.1939
 on the Machinery of the Wood, Iron or Steel K. "DANE" (No. of Visits 4)

Tonnage { Gross 346 Vessel built at Beverley By whom Brook, Welton & Gemmell Ltd When 1911 Month 4
 Net 135 Engines made at Hull By whom Amos & Smith Ltd When 1911 Month 4

Nominal Horse Power { 87 A.H.P. Boilers, when made (Main) 1911 (Donkey)

No. of Main Boilers One Owners Prince Fishing Co Ltd Owners' Address _____
 No. of Donkey Boilers nil Managers Hellyer Bros Ltd Port Hull Voyage

Steam Pressure in Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock LNER SLIPWAY Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers (State name of Dock.) ST ANDREWS DK.

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Dk & Dmge.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 yes, not required

Was a damage report made by anyone else? If so, by whom? Underwriters Surveyors.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

" " Donkey " " no
 If this was not done, state for what reasons? not due at this time

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? ✓

State latest date of internal examination of each boiler ✓ Present condition of funnel efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? not adjusted

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 Boilers? ✓

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

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

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 ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the shaft now fitted been previously used? ✓ 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 date of examination of Screw Shaft ✓ State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft close fit

Engine parts, when referred to by numbers, should be counted from forward. 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 complete

Now done

Vessel placed on slipway for damage alleged to have been caused in collision with S.T. Loch Moidart on 6th December 1939, off Spurn Point. Propeller, sternbush and outside fastenings examined, no damage found.

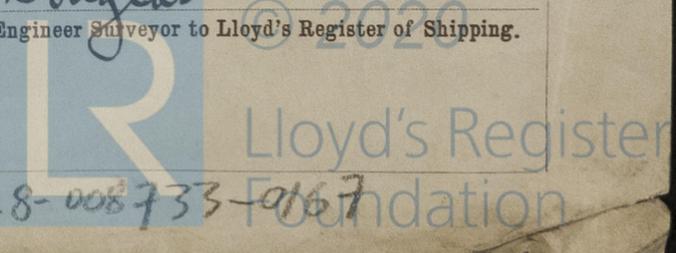
General Observations, Opinion, and Recommendation:—The machinery of this vessel, so far as now seen, is in an efficient condition and eligible in my opinion to remain as classed, subject to the insulation resistance of the electrical installation being satisfactorily tested, and the bottom manhole door being built up.

Survey Fee (per Section 20).....	£ : :	Fees applied for
Special Damage or Repair Fee (if any).....	£ : :	
Travelling expenses (if chargeable).....	£ : :	
		Received by me,
		19

John Douglas
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
 Assigned Deferred

008728-008733-0167



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

Is a Certificate required? If so, to be sent to