

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 '939 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 Net 135 Vessel built at Beverley By whom Brook, Welton & Gemmell Ltd When 1911 4

Nominal Horse Power { 87 A.S.P. Engines made at Hull By whom Amos & Smith Ltd When 1911 4

No. of Main Boilers One Boilers, when made (Main) 1911 (Donkey) ✓

No. of Donkey Boilers nil Owners' Address Owners Prince Fishing Co Ltd

Steam Pressure in Main Boilers 200 lbs Managers Hellyer Bros Ltd Port Hull Voyage ✓

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock LNER SLIPWAY (State name of Dock.) ST ANDREWS DK.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

(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.

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 Surveyor.

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

" " Donkey " " ✓

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 ✓

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 vitae 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 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : ✓

Committee's Minute Assigned Deferred

John Douglas Engineer Surveyor to Lloyd's Register of Shipping. Lloyd's Register Foundation 008728-008733-0167