

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

(Received at London Office)

Date of writing Report 2-3-1950 When handed in at Local Office 2-3-1950 Port of Aberdeen

No. in Survey held at Aberdeen Date. First Survey 4/2/51 Last Survey 19/2/1951  
 Reg. Book. 81399 on the Machinery of the Wood, Iron or Steel S.T. WILLIAM BRADY (No. of Visits 3)

Tonnage { Gross 290 Vessel built at Beverley By whom Booth, Weller & Gemmel L. When 1918 5  
 Net 119 Engines made at Hull By whom Amos & Smith L. When 1918 5  
 Nominal Horse Power 8644 Boilers, when made (Main) 1918 (Donkey) -  
 No. of Main Boilers ONE Owners Melford Fisheries L. Owners' Address -  
 No. of Donkey Boilers NIL Managers O.W. Lumbach Port LONDON Voyage FISHING  
 Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat & in Dry Dock No 3 Porton.  
 in Donkey Boilers - (State name of Dock.) - afloat

Last Report No. - Port -Particulars of Examination and Repairs (if any) Docking, I.S.

(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 -

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? no" " Donkey " " " -If not, state for what reasons not offered for survey 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 -Present condition of funnel (h) goodDid the Surveyor examine the Safety Valves of the Main Boilers? noTo what pressure were they afterwards adjusted under steam? not adjustedDid 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 Main Boilers? noand 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? noand 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? noHas shaft now been changed? yes If so, state reasons see belowHas the shaft now fitted been previously used? no Has it a continuous liner? yesIs an approved oil retaining appliance fitted at the after end? noState date of examination of Screw Shaft 19-2-51

State the wear down in the

stern bush close fit Is electric light and/or power fitted? yesIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? noHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? not tested.

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 complete.

Now done:-

Vessel placed on porton. Propeller, sternbush and outside fastenings examined. Tailshaft chain, examined, several fractures noted at end of cone, shaft not replaced with new tailshaft. L.H. 4512, G.H. CB 13-2-31. Certificate in respect of shaft attached hereto.

Owners Supt. states that propeller was renewed last November, one blade and part of boss having been lost, cause not stated, but probably due to striking trawlboard or other object. This was not renewed under survey, and it is now understood that the shaft now renewed may be claimed as a consequential damage.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, so far as now seen, is in good order, and eligible in my opinion to remain as classed, with fresh record of T.O. CL. N. 2051.

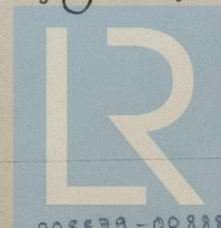
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, & MS 9,11 or LMC 9,11 or LMC 140 lb., PD, &c.) CS 2,24.

Survey Fee (per Section 29) TS. £ 1 : 1 : 0  
 Special Damage or Repair Fee (if any) Sunday attendance £ 5 : 5 : 0  
 Travelling expenses (if chargeable) £ : :  
 Committee's Minute GLASGOW 7 MAR 1951  
 Assigned Deferred for LMC  
but assign 5(N) 2.51

Fees applied for  
£ 3 : 19 51Received by me,  
1951

John Douglas

Engineer Surveyor to Lloyd's Register of Shipping.



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Notes

Am 3

5/4/51



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