

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

(Received at London Office 21 MAR 1949)

Date of writing Report 17/3/49. When handed in at Local Office 17/3/49. Port of Aberdeen

No. in Survey held at Aberdeen. Date First Survey 8/3/49 Last Survey 9/3/49 (No. of Visits 2)

Reg. Book 52157 on the Machinery of the Wood, Iron or Steel Ship Trawler "AVOLA"

Tonnage Gross 255 Vessel built at Middlesbrough By whom Messrs Smith's Dock When 1913 6

Net 99 Engines made at do By whom do When 1913

Nominal 100 Boilers, when made (Main) 1928 (Donkey)

No. of Main Boilers One Owners Joseph Craig Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers Two Managers Port Aberdeen Voyage

Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both

in Donkey Boilers ✓ (State name of Dock.) No. 1 Pontoon + King Lane

Last Report No. Port

Particulars of Examination and Repairs (if any) B.S. + T.S.

(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

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

Did the Surveyor personally go inside Main Boiler and make a thorough examination at this time?

" " 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

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam

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 Main Boiler?

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 Boiler?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

stern bush 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?

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

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

the boiler has to be examined under steam + safety valves adjusted + set.

Now done. BS:— The boiler examined internally and externally with all mountings and fastenings and found or placed in good efficient condition. It was noted that the central furnace was slightly deflected f.s. of vertical central line - considered efficient and need not be made a condition of class.

Now done Docking:— Vessel placed dry on pontoon. Propeller, stern and outside fastenings examined. Screw shaft drawn, examined and found satisfactory.

## General Observations, Opinion, and Recommendation:—

(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 3,11, B&MS 3,11 or LMC 3,11 or LMC 140 lb., FD, &c.)

Boiler to remain as now classed and to have new record of BS 3,49 and T.S.C.L. 3,49.

Survey Fee (per Section 29) BS 3:0:0 Fees applied for 18/3/1949

Special Examination Fee (per Section 29.) T.S.C.L. 1:0:0 Received by me, 19

Travelling expenses (if chargeable)

Committee's Minute MON. 11 APR 1949

Assigned As new S. 3,49 BS 3,49

R. Evans.

Engineer Surveyor to Lloyd's Register of Shipping.



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008900-008908-0068

T.S. examined

It is submitted that  
this record is eligible for  
THE RECORD.

B. 349  
 S. 349

Thru  
7. 4. 49

books can be missed at 11:15  
P.P.E. 1221. Due P.P.E. 27

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