

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

No. 22887

(Received at London Office)

18 MAY 1950

Date of writing Report 26-4-50 When handed in at Local Office 6-5-50 Port of ABERDEEN  
 No. in Survey held at Aberdeen Date. First Survey 29/3/50 Last Survey 1-4-50  
 Reg. Book. 15124 on the Machinery of the Wood, Iron or Steel S.S. KELVINDALE No. of Visits 3  
 Tonnage { Gross 285 Vessel built at MIDDLESBRO' By whom SMITHS Dock Co. Ltd Year. Month. 1911 6  
 Net 109 Engines made at N. SHIELDS. By whom SHIELDS ENG Co Ltd When 1911 6  
 Nominal 91 HP Boilers, when made (Main) 1911 (Donkey) —  
 Horse Power }  
 No. of Main Boilers ONE Owners KELVIN TRAWLERS Ltd Owners' Address —  
 No. of Donkey Boilers NIL Managers — (If not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 180 lb Port ABERDEEN Voyage FISHING  
 in Donkey Boilers — If Surveyed Afloat or in Dry Dock Pt LAW & N° 2 PONTON Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. — Port —Particulars of Examination and Repairs (if any) OKy. TS & B.S.

Periodical Surveys, when held, must be reported in detail and verbatim 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? yesIf 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 29-3-50Did the Surveyor examine the Safety Valves of the Main Boilers? yesPresent condition of funnel (f) good  
To what pressure were they afterwards adjusted under steam? 180 lb.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 Boilers? yesand 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? yesand of the Donkey Boilers? —Has the screw shaft now been drawn and examined? yesHas it a continuous liner? yesIs an approved oil retaining appliance fitted at the after end? NOHas shaft now been changed? YES If so, state reasons SEE BELOW.Has the shaft now fitted been previously used? NOHas it a continuous liner? YESIs an approved oil retaining appliance fitted at the after end? NOState date of examination of Screw Shaft —Is electric light and/or power fitted? YESIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NOThe insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? NOThe 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 pontoon. Propeller, sternbush and outside fastenings examined. T.S. down, lines removed, found wasted at cork end and shaft now renewed. Certificate in respect of new TS. No 3951, attached hereto. Boiler examined internally and externally, safety valves and other mountings overhauled examined, found in good order. Boiler examined under steam, and the safety valves adjusted.

Noted centre furnace to be somewhat deflected, about 1", considered efficient.  
 S.R.L. The fracture in boiler shell in way of safety valve

General Observations, Opinion, and Recommendation:—

The machinery of this vessel

(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 2,11, &MS 2,11 or LMC 2,11 or LMC 140 lb., FD, &c.)

so far as now seen, is in an efficient condition and eligible in my opinion to remain as classed, and to have record of B.S. 4-50 and T.S. cl. N. 4-50. NOTE:—fracture in B. shell in way of S.V. aperture being again examined at next B.S., due 4-51.

Survey Fee (per Section 29) B.S. 4 : 0 : 0 Fees applied for 8-5-1950Special Damage or Repair Fee (if any) —Received by me, John Douglas & J.K. MollieTraveling expenses (if chargeable) —Committee's Minute GLASGOW 17 MAY 1950Assigned As now, subject

S(N) 4/50

B.S. 4/50

Lloyd's Register Foundation

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