

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

(Received at London Office JUN 25 1938)

Date of writing Report 23.6.38 When handed in at Local Office 23.6.38 Port of Grunby
 No. in Reg. Book 13479 Survey held at Grunby Date, First Survey 3.6.38 Last Survey 12.6.1938
 on the Machinery of the Wood, Iron or Steel Sc. K. "Riskato" (No. of Visits 3)
 Tonnage Gross 248 Vessel built at Beverly By whom Cook, Well's & Leonard When 1916.5
 Net 108 Engines made at Hull By whom C.D. Holmes & Co. When "
 Nominal Horse Power 80 Boilers, when made (Main) 1916 (Donkey)
 No. of Main Boilers 1 Owners G. F. Sleight Owners' Address "
 No. of Donkey Boilers 1 Managers " (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 195 If Surveyed Afloat or in Dry Dock both, Dry Dock Port Grunby Voyage Shipping
 in Donkey Boilers " (State name of Dock.)

Last Report No. " Port "Particulars of Examination and Repairs (if any) BS & Docking

(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 each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " "

If this was not done, state for what reasons?

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

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

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined?

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

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

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

Now done:- Examined propeller, after end of stern bush & outside fastenings of sea connections. The boiler examined throughout & safety valves adjusted as stated.
 Repairs:- Six screw stays renewed & a few tubes also renewed.

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, B.S. 9, 11, F.S.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is efficient, in my opinion, to remain as classed & to have record of BS 6.38

Survey Fee (per Section 29) £ 2.0.0

Special Damage or Repair Fee (if any) £ : :

Travelling expenses (if chargeable) £ : :

Committee's Minute

Assigned

Fees applied for

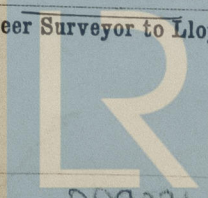
24.6.1938

Received by me

1/17/38JUL 19381/17/38

Clive Bell

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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