

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

No. 15536

Date of writing Report 21. 9. 1927 When handed in at Local Office 21. 9. 1927 Port of Grimsby.

No. in Reg. Book. 10547 Survey held at Grimsby. Date, First Survey 1. 9. 24 Last Survey 9. 9. 1924

Tonnage } Gross 243. Net 93. Vessel built at Goole. By whom Goole S.S. & Mfg. Co. Ltd. When 1911-3.
Engines made at Hull. By whom Earle's Co. Ltd. When 1911.
Boilers, when made (Main) 1911. (Donkey) —

Nominal Horse Power } 85. Owners' Address —
No. of Main Boilers 1. Managers —
No. of Donkey Boilers — Owners' Address (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 180. Port Grimsby. Voyage Fishing.
in Donkey Boilers — Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. — Port —
Particulars of Examination and Repairs (if any) T.S.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1.</u>		<u>+LMC 1-24</u>
<u>stm. Trawler.</u>		<u>BS 2-27.</u>
<u>1-26.</u>		<u>TSc 1-24.</u>
<u>SS. G. no. no. 3-1-24.</u>		

(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? no

Do. " Donkey " —

If this was not done, state for what reasons? Main boiler not due for survey

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? —

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 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 Boiler? —

Did the Surveyor examine the drain plugs of the Main Boilers? — and of the Donkey Boiler? —

Did the Surveyor examine all the mountings of the Main Boilers? — and of the Donkey Boiler? —

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

Has shaft now been changed? yes If so, state reasons Wasted at large end of cone

Has the shaft now fitted been previously used? no Has it a continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Close

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

The tail shaft drawn in & examined. On examination it was found that the shaft was wasted at large end of cone. A new shaft has now been made fitted it has been examined found satisfactory. Mark on shaft

The outside fastenings of the sea connection examined found in good condition

LLOYD'S
2534
WCH
27-10-10

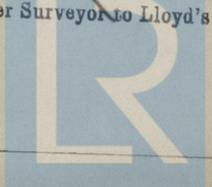
General Observations, Opinion, and Recommendation:—

(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, E.S. 9, 11, E.&M.S. 9, 11, or L.M.C. 9, 11, 120 lb., F.D., &c.)
The machinery of this vessel is eligible in my opinion to remain as classed & to have the notation of T.S. new cl. 9. 24

Survey Fee (per Section 28).....	£	1	1	Fees applied for
Special Damage or Repair Fee (if any) (per Section 28.).....	£	—	—	10
Travelling Expenses (if chargeable).....	£	—	—	Received by me,
				19

Committee's Minute As now
Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.
TUES. 6 MAR 1928
FRI. 9 MAR 1928



Lloyd's Register Foundation

009040 - 009049 - 0008

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

Screw shaft renewed

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible to
remain as CLASSED.

SN 9.27

W.A.
2/26/12
Free

in repairs in summer and for maintenance
and the vessel is in summer at Newport
per P. 10 on 27 for maintenance

207021
11225
11225
01.01.12

Summer on the 27th of August
with the vessel in Newport
and the vessel is in Newport
and the vessel is in Newport

on
the 27th of August
the vessel is in Newport
and the vessel is in Newport

on
the 27th of August
the vessel is in Newport
and the vessel is in Newport

14001
15.528
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