

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

(Received at London Office JUL 19 1939)

Date of writing Report 12/7/1939 When handed in at Local Office 19 Port of LIVERPOOL
No. in Reg. Book. Survey held at Fleetwood Date, First Survey 3.7.34 Last Survey 11/7/1939
58253 on the Machinery of the Wood, Iron or Steel S.S. "GLADYS"
08224 Gross 286 Tonnage Net 112 Vessel built at Bewerley By whom Cook, Welford & Gemmell Ltd. When 1917 6
Nominal Horse Power 68 R Engines made at Hull By whom Amos Smith Ltd When 1917
No. of Main Boilers 158 Boilers, when made (Main) 1917 (Donkey) -
Owners Fleetwood Steam Fishing Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book.)
Managers Sir George E. F. Moody Port Fleetwood Voyage Fishing
If Surveyed Afloat in Dry Dock Shipway, Fleetwood.
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) B.S. & T.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? Yes.
" " Donkey " " " " " "

CHARACTER. For Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
* 100 R1		1 AMR 10,37
Stm. Transm. 8,38		B.S. 8,38
SS. Flt. No. 3 8,33		C.H. 10,37
SS. Flt. No. 1 -37		

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 6.7.34. Present condition of funnel(s) Good.
Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 185 lbs.
Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? Yes.
Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Donkey Boilers? Yes.
Did the Surveyor examine the drain plugs of the Main Boilers? Yes. and of the Donkey Boilers? Yes.
Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers? Yes.
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? Yes.
Has shaft now been changed? No. If so, state reasons.
Has the shaft now fitted been previously used? Yes. 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? Yes.
State date of examination of Screw Shaft 4.7.34 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 4 ft. 6 in.
Engine parts, when referred to by numbers, should be counted from forward.
Is electric light and/or power fitted? Yes.
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. Complete.

How done. Vessel placed on Slipway - Propeller, Tail Shaft, Stern Bush & outside fastenings of sea connection, & the boiler with its mountings drawn & fastenings examined.
Safety valves adjusted under steam
Repairs. Stern Bush & wooden all round.
4rd boiler bottom check renewed.
Tail shaft to be renewed in 12 months. T.B. covered at fore end of liner, & liner then. In the meantime covered with special.
Funnel renewed from 3'0 above the deck to the top.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as (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, B.&M.S. 9,11, & L.M.C. 9,11, or S.L.M.C. 140 lb., F.D., &c.)
See. It now is good order, & eligible in my opinion to remain so classed, & to have fresh records of B.S. 7.39. & T.S. (Ch) - 7.39, subject to the tail shaft being renewed before the end of July 1940.

Survey Fee (per Section 20) £ 2 : 0 : 0 Fees applied for 4 JUL 1939
Special Damage or Repair Fee (if any) £ : : Received by me, 2/8/39
Travelling expenses (if chargeable) £ : :
Committee's Minute
Assigned As now subject.
B.S. 4.39. T.S. 4.39.
009050 - 009057 - 0006

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

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

