

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

(Received at London Office)

24 OCT 1924

Date of writing Report 19 When handed in at Local Office 23. 10. 1924. Port of Grimsby

No. in Reg. Book. Survey held at Grimsby Date, First Survey 3. 10. 24. Last Survey 14. 10. 1924 (No. of Visits 3.)

16734. on the Machinery of the Wood, Iron or Steel SSK "AVON"

Tonnage { Gross 250. Net 111. Vessel built at Selby By whom Cochrane & Sons. When 1907 12

Nominal Horse Power { 70. Engines made at Hull. By whom C. B. Holmes & Co. When 1907

No. of Main Boilers 1. Boilers, when made (Main) 1907 (Donkey) -

No. of Donkey Boilers 1. Owners J. P. & S. J. Fishing Co. Ltd. Port Grimsby Voyage FISHING

Steam Pressure in Main Boilers 185 Managers A. W. Jeffs.

in Donkey Boilers - If Surveyed Afloat or in Dry Dock FISH DOCK (State name of Dock.)

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

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.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	
CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
4100 A.I. S.S.	4 L.M.C.
Grawler 722.	M.S. 4.23.
2.88ms 703.7.19.	B.S. 8.23
	T.S.C.L. 7.22.

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.

Do. " 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?

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? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boiler? YES, 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? YES, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? NO 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.

Is the shaft now fitted new? 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

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

How done:- Propeller, after end of stern bush & sea connection fastenings examined & found satisfactory.

The boiler with its mountings opened out & examined & found to be in safe working condition. Safety valves adjusted to 185 lbs.

Owner's attention was called to the tail shaft being overdue for survey, but owing to the vessel being urgently required the time was not available for this to be drawn, but it was promised that this should be attended to at the vessel's next docking in April next.

See Surveyor's letter 29/10/24

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, B.S. 9.11, B.&W.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.) is eligible in my opinion to remain as now classed & to have full record of B.S. 10.24.

Survey Fee (per Section 28) £ 200.00 Fees applied for 23. 10. 1924

Special Damage or Repair Fee (if any) (per Section 28.)

Travelling Expenses (if chargeable)

Committee's Minute Assigned As now, Subject BS 10.24

TUES. 4 NOV 1924

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

609350-009361-0022