

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

(Received at London Office 5 JUN 1922)

Date of writing Report 15 JUN 1922 in 15 JUN 1922 When handed in at Local Office 15 JUN 1922 in Port of London Spwich

No. in Reg. Book. 10264 Survey held at Brightlingsea Date, First Survey 31st MAY Last Survey 2nd JUNE 1922
 on the Machinery of the Wood, Iron or Steel S. S. Blizard Master (No. of Visits Two)

Tonnage { Gross _____ Net _____ Vessel built at Lowestoft. By whom Golly Bros Ltd When 1918-7.
 Registered Horse Power 43 Engines made at Coathillage By whom N. B. Diesel Eng. Works When 1918
 No. of Main Boilers 1 Boilers, when made (Main) 1918 (Donkey)
 No. of Donkey Boilers 1 Owners Kingston Steam Trawling Co. Ltd Port Spwich Voyage Hull
 Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock on Slipway Aldous Ltd.
 in Donkey Boilers

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Screw shaft.

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.

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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A. I For Towing Purposes 7.18		+LMC 7.18 (C.L.)

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? 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?

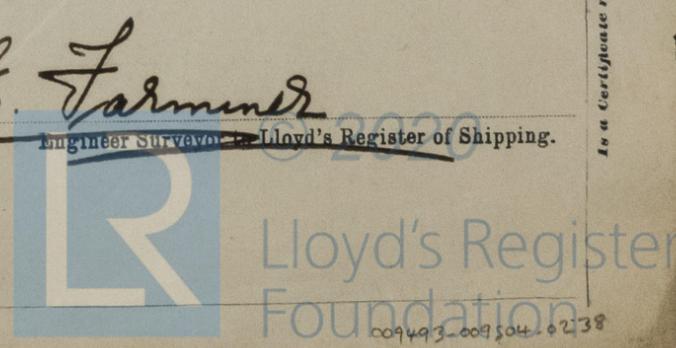
Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No
 Has shaft now been changed? If so, state reasons
 Is the shaft now fitted new? Has it a continuous liner? 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? 1/16"
 If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

The screw shaft (con liner) drawn in examined and found satisfactory, the stern bush, propeller, sea-cocks & valves examined and found satisfactory.

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, E.&M.S. 9,11, or *L.M.C. 9,11, 140 lb., F.D., &c.)
The machinery of this vessel is eligible in my opinion to remain as now classed, without fresh record. Examination of screw shaft C.L. 6-22.

Survey Fee (per Section 23) £ _____ Fees applied for _____
 Special Damage or Repair Fee (if any) (per Section 25.) £ _____ Received by me, A. E. Farmer
 Travelling Expenses (if chargeable) £ _____
 TUE. JUN. 20 1922 TUE. 1 AUG. 1922
 Committee's Minute _____
 Assigned As now



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

As a certificate required? If so, to be sent to _____

Leuwskift examined (due 7.21)

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

S. 6.22

*L.S.
16/6/22.*

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation