

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 3 NOV 1949)

Date of writing Report.....19..... When handed in at Local Office.....28 OCT 1949.....19..... Port of NEWCASTLE ON TYNE
 No. in Survey held at North Shields Date. First Survey and Last Survey 21st Oct. 1949.
 Reg. Book. 25115 on the Machinery of the Wood, Iron or Steel S. TR. "SARAH A. PURDY." (No. of Visits ONE)

Tonnage { Gross 202 Vessel built at Paisley By whom John Fulerton & Co. Year. Month. When 1919 4.
 Net 88 Engines made at Glasgow By whom Wm Beardmore & Co. When 1919 4.
 Nominal Horse Power 75 MN Boilers, when made (Main) 1919, 4 mo. (Donkey) —
 No. of Main Boilers 1 SB Owners G.R. Purdy Trawlers, Ltd. Owners' Address —
 No. of Donkey Boilers — Managers G.R. Purdy (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Dry Dock Port N. SHIELDS Voyage —
 in Donkey Boilers — (State name of Dock.) Smiths Dock Co. Ltd. (Bairds Dept)

Last Report No. — Port —

Particulars of Examination and Repairs (if any) T.S. Ch.
 (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.)

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 A1.		+ LMC 5,46
STM. TRAWLER.		B.S. 6,49
7, 48.		CL. 1,46.
SS. S41 - 5,46 (DR)		
Reclassified 5/46		

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.

" " Donkey " " —

If not, state for what reasons No survey held What parts of the Boilers could not be thus thoroughly examined? —

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 — Present condition of funnel(s) —

Did the Surveyor examine the Safety Valves of the Main Boilers? — To what pressure were they afterwards adjusted under steam? —

Did the Surveyor examine the Safety Valves of the Donkey Boilers? — 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 Boilers? —

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

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

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No.

Has shaft now been changed? No. If so, state reasons — Has the shaft now fitted been previously used? — Has it a continuous liner? —

Is an approved oil retaining appliance fitted at the after end? — State date of examination of Screw Shaft 21st Oct 49. State the wear down in the stern bush 1/8" 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.

Now Done - Vessel placed in drydock, examined propeller and outside fastenings of sea connections, seawalves (opened), screw shaft (drawn), stern bush, all found, or placed, in good condition.

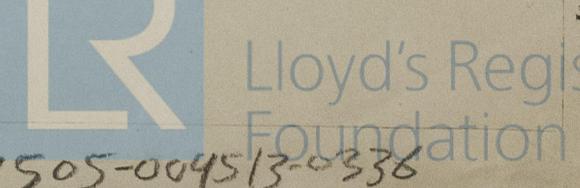
Wear & Tear Repairs.
Found propeller key slack in screwshaft keyway, spread and re-fitted.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good condition, so far as now seen, and eligible in my opinion to remain as classed, in the Register Book, with fresh record of CL 10,49.

Survey Fee (per Section 23)..... £ 1:0:0. Fees applied for 2-NOV 1949
 Special Damage or Repair Fee (if any)..... £ — Received by me, R. W. Skinner
 Travelling expenses (if chargeable)..... £ — 19 —

Committee's Minute TUES. 6 DEC 1949
 Assigned As now
S. 10, 49

R. W. Skinner
 Engineer Surveyor to Lloyd's Register of Shipping.



004505-004513-0338

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to