

## REPORT OF SURVEY FOR REPAIRS, &amp;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. 1919 4.  
 Net 88 Engines made at Glasgow By whom Wm Beardsmore & Co. When 1919 4.  
 Nominal 75 HP Boilers, when made (Main) 1919, 4 mo. (Donkey) —  
 No. of Main Boilers 1.5B 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. (Bainbridge St)

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.)

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.

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

Wear &amp; 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

(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, BS 9,11, B&MS 9,11 & LMC 9,11 or & LMC 140 lb., FD, &c.)

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.

CL. 1:0:0.

Survey Fee (per Section 29) 2 : 0 : 0. Fees applied for

Special Damage or Repair Fee (if any) 2 : : 2 - NOV 1949

Travelling expenses (if chargeable) 2 : : Received by me, 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.



Lloyd's Register Foundation

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