

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

(Received at London Office

15 MAR 1950)

Date of writing Report 8th March 1950. When handed in at Local Office 8th March 1950. Port of Grimsey.No. in Survey held at Grimsey. Date. First Survey 10-2-50. Last Survey 7-3-1950.
Reg. Book. 22490 on the Machinery of the Wood, Iron or Steel Steam Trawler K. BALMORAL (No. of Visits 1)

Gross 222. Vessel built at Selly. By whom Bochroane & Sons Ltd. Year. Month. 1916. 10.
 Net 97. Engines made at Hull. By whom B. D. Holmes & Co. Ltd. When 1916.
 Nominal Horse Power 63 M.H. Boilers, when made (Main) 1932. (Donkey) ✓
 No. of Main Boilers 1.3.8. Owners Queen Steam Fishing Co. Ltd. Owners' Address ✓
 No. of Donkey Boilers ✓ Managers ✓ (If not already recorded in Appendix to Register Book.)
 Steam Pressure 180 LB. Port Grimsey Voyage Fishing.
 in Main Boilers 180 LB. If Surveyed Afloat or in Dry Dock Slipway.
 in Donkey Boilers ✓ (State name of Dock.) Fish Dock.

Last Report No. PortParticulars of Examination and Repairs (if any) L.M.C.

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.

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 ✓

As 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 " " " " ✓

not, state for what reasons ✓ 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 20th Feb. 1950.

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? 180 LB./sq. in.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? None Fitted. and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers? ✓

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

Has the shaft now been changed? ✓ 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 ✓ State the wear down in the

ern bush 1/8" Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

Engine parts, when referred to by numbers, should be counted from forward. Survey complete.

Now DONE. Vessel placed on slipway, propeller, sea connections (opened up) and their

outside connections examined, and found or placed in order.

Cylinders, pistons, rods, slide valves, steam chests, crankshaft, thrust

shaft, condenser (tested) main and auxiliary pumps with valves, cocks, pipes and

trainers of the pumping arrangements opened up examined and all found or

placed in good order.

Boiler examined internally and externally together with the safety valves.

Manholes, and mountings, and found or placed in good order.

Safety valves adjusted under steam to the above pressure.

New main steam pipe tested hydraulically to 360 LB./sq. in. before fitting and found in order.

The electrical equipment examined and tested as required by the Rules.

(See Overleaf.)

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good condition

(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, BSMS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

& eligible, in my opinion, to remain as classed and to have fresh record of

L.M.C. 3.50.

Fee (per Section 29) L.M.C. £ 10 : 0 : 0 Fees applied for 14-3-1950.

Damage or Repair Fee (if any) ELC. INST. £ 2 : 0 : 0 Received by me, E. L. Hickling

Other expenses (if chargeable) ✓ : : : 19

Committee's Minute TUES. 4 APR 1950

needed + L.M.C. 3.50

CERTIFICATE WRITTEN.

Lloyd's Register Foundation

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Steam Trawler. BALMORAL (continued).

WEAR & TEAR REPAIRS.

Boiler. Three combustion chamber stays renewed. Circumferential groove in flanged end plate, port furnace orifice, cut out and electrically welded.

Main injection valve and spindle renewed.

Main steam pipe (copper). found holed from internal pitting replaced by new pipe.



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