

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

(Received at London Office 25 FEB 1947)

Date of writing Report 21<sup>st</sup> February 1947 When handed in at Local Office 21<sup>st</sup> February 1947 Port of Grimsby

Survey held at Grimsby Date, First Survey 23<sup>rd</sup> January Last Survey 20<sup>th</sup> February 1947 (No. of Visits Six)

162. on the Machinery of the ~~Steel~~ Steel K "OLYMPIA"

Tonnage } Gross 261  
 Net 116

Vessel built at Beverley By whom ~~Booth, Walton & Gemmill Ltd~~ When 1917. 7.

Nominal Horse Power } 74 RHP  
 Engines made at Hull By whom ~~Amos & Smith Ltd~~ When 1917.

No. of Main Boilers 1.5E Boilers, when made (Main) 1917. (Donkey) ✓

No. of Donkey Boilers ✓ Owners Channel Trawling Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 180 lbs Managers W. Wilcox Port Grimsby Voyage

in Donkey Boilers ✓  Surveyed Afloat  in Dry Dock Fish Dock & Slipway (State name of Dock.)

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.	Assigned No. of Boilers examined.	Machinery and Boiler Surveys (including date of N.B. if any)
* I.O.D.A. 1.		+ L.M.C. 10-45
Steam Trawler 646. 12. 46		T.S.C.L. 6-45
55642-4N3-10-45		

Last Report No. Port

Particulars of Examination and Repairs (if any) Cond, T.S., B.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 Boiler and make a thorough examination at this time? yes

Did the Surveyor personally go inside Donkey Boiler and make a thorough examination at this time? ✓

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? ✓

State latest date of internal examination of Boiler 23<sup>rd</sup> January 1947 Present condition of funnel Efficient

Did the Surveyor examine the Safety Valves of the Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lbs/sq ✓

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 Boiler? yes and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Boilers? none fitted and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Boilers? yes and of the Donkey Boilers? ✓

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 ✓

Has the shaft now fitted been previously used? ✓ 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 date of examination of Screw Shaft 4/2/47 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Rewooded

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

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 on slipway. Propeller, screw shaft (drawn in), outside fastenings examined and placed in good order.

Boiler examined internally and externally, safety valves, mountings, manhole doors and placed in good order; later examined boiler under steam and adjusted the safety valves as above.

Wear and Tear Repair:- screw shaft liner removed (worn thin at after end) shaft examined found in good order after light skim and new liner fitted, stern bush rewooded

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good and efficient condition and eligible, in my opinion, to remain as classed with a fresh record of T.S. CL seen 2-47 also BS 2-47

Survey Fee (per Section 29) £ 3 : 0 : 0  
 Special Damage or Repair Fee (if any) £ 1 0 0  
 Travelling expenses (if chargeable) £ : :

Fees applied for 27-2-1947  
 Received by me, 19

Committee's Minute ✓  
 Assigned As new  
 S. 2.47 BS 2.47

Engineer Surveyor to Lloyd's Register of Shipping.



B5 due 10.46 now held,  
Screw shaft examined &  
liner renewed.

It is submitted that this  
vessel is eligible for THE  
RECORD, B5 2.47.  
S. 2.47.

L.F.  
26/3/47

24 MAR 1947



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