

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

(Received at London Office)

JUN. 24 1922

Date of writing Report 19 23/6/22 When handed in at Local Office Port of Hull

No. in Reg. Book 25664 Survey held at Hull Date, First Survey 24/5/22 Last Survey 20/6/22 1919  
(No. of Visits 5)

on the Machinery of the Wood, Iron or Steel S.S.K. TIGERS' EYE "NOOE"

Tonnage { Gross  Net  Vessel built at Lowestoft By whom Colby & Co L<sup>d</sup> When 1918-10

Registered Horse Power 43 Engines made at Lowestoft By whom Pollitt & Wiggall & Co When 1918  
(Donkey)

No. of Main Boilers 1 Boilers, when made (Main) 1918

No. of Donkey Boilers  Owners Hullington Steam Trawling Co. L<sup>d</sup> Port Hull Voyage Fishing

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock at Hull Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars 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.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.E., if any).
+100 A-1. For fishing purposes 10-18		+L.M.C. 10-18 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? Yes

Do. " " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 175 lbs.

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? Yes, 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? Yes, 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?

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? 8"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

The boiler & its mountings examined & found in good working order  
Cylinder piston slide crank & thrust shafting all pumps condenser  
& suction screw shaft pump & sea connection & fastenings examined  
& found satisfactory or made so.  
Now done - New valves fitted to sea pump suction valves. All boiler mountings  
overhauled. New bottom manhole door fitted.

General Observations, Opinion, and Recommendation:— The machinery of this vessel  
(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. 2,11, B.&M.S. 2,11, or \*L.M.C. 2,11, 140 lb., F.D., &c.)  
is now in good & efficient condition & eligible in my opinion to remain as classed with fresh head of + L.M.C. 6-22. & tail shaft new 6-22

Survey Fee (per Section 28) £ 5-0-0 Fees applied for 23/6/22

Special Damage or Repair Fee (if any) £ \_\_\_\_\_ W.R.

Travelling Expenses (if chargeable) £ \_\_\_\_\_ Received by me, [Signature] 23/6/22

Committee's Minute FRI. JUN. 30 1922 FRI. JUL. 14 1922 Engineer Surveyor to Lloyd's Register of Shipping.

Assigned + L.M.C. 6, 22

MACHINERY DEPT  
WRITTEN  
3/8/22

Lloyd's Register Foundation

009848-009859-0053

S.S. No. 1 due 10.22. now held.

Screw shaft examined.

It is submitted that  
this vessel is eligible for

THE RECORD. F.L.M.C. - 6.22.

S. - 6.22.

29  
LC 27/8/22.

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.



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