

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

(Received at London Office _____)

Date of writing Report 19th October, 1950. When handed in at Local Office _____ Port of Bremen

No. in Survey held at Bremerhaven Date. First Survey 11th Sept. Last Survey 29th Sept. 1950.
Reg. Book. 57991 (No. of Visits Five)

on the Machinery of the Wood/Iron/Steel Steam Trawler "EDOUARD ANSEELB" now "PEGAZ"

Tonnage { Gross 338 Vessel built at Selby By whom Cochrane & Sons, Ltd. When 1926 6
 Net 129 Engines made at Hull By whom C.D. Holmes & Co., Ltd. When - -
 Nominal 95
 Horse Power - Boilers, when made (Main) - (Donkey) -
 No. of Main Boilers 1 Owners Soc. Anon. Armement Ostendais Owners' Address -
 No. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)
 Steam Pressure— 200 lbs in Main Boilers Port Ostend Voyage -
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat
 (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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 Al Stm. Trawler	-	LMC 8.48
7.49 Oct. 6.50		BS 7.49
Reclassified 8.48		CC-3.48
ss0st-8.48 (Dr)		

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) 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 each Main Boiler separately and make a thorough examination at this time? yes

" " Donkey " " " " _____

If 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 9/50 Present condition of funnel(s) efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 200 lbs

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? yes, 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? 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? _____

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 oil retaining appliance fitted at the after end? _____ State date of examination of Screw Shaft _____ State the wear down in the

stern bush 1.7 mm Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

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

WORK DONE: Vessel placed in dry-dock, examined propeller and outside fastenings and found satisfactory.

Main boiler examined in its entirety, together with its mountings, doors and fastenings.

Boiler examined under steam and safety valves adjusted to 200 lbs/sq.in.

WEAR AND TEAR REPAIRS: Safety valve and main stop valve lids renewed (wear).

All plain tubes renewed (corrosion).

Local corroded areas in way of line of fire bars of three furnaces built up by electric welding.

Stiffening rings fitted by electric welding to starboard furnace (Owners' arrangement).

On completion, boiler tested hydraulically with satisfactory results.

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, BS 9.11, B&MS 9.11 *LMC 9.11 or *LMC 140 lb., FD, &c.)

As far as now seen is eligible in my opinion to remain as classed in the Register Book with fresh record of

Boiler Survey 9/50.

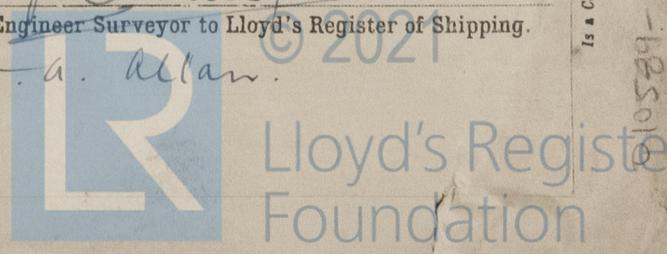
Survey Fee (per Section 29) £ 8 : 0 : 0
 Special Damage or Repair Fee (if any) £ 10 : 10 : 0
 Travelling expenses (if chargeable) £ 5 : 5 : 0

Fees applied for
 Received by me,
 19

Committee's Minute FRI. 24 NOV 1950

Assigned BS 9.50

J.R. Kater
 Engineer Surveyor to Lloyd's Register of Shipping.
 for W.A. Allan



Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

010604-0082