

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

Date of writing Report 14-3-1955

(Received at London Office)

15 MAR 1955

No in Reg. Book. Survey held at Swansea.

When handed in at Local Office.

14-3-1955

Port of

SWANSEA.

Date.

First Survey

28-1-55.

Last Survey

9-3-

1955.

(No. of Visits 5.)

56516 on the Machinery of the Wood, Iron or Steel 55 "CLYNE CASTLE".

Tonnage { Gross 307  
Net 117  
MN As Per Rule 91  
No. of Main Boilers 13B  
HS " " " 1546  
No. of Donkey Boilers -  
Steam Pressure -  
in Main Boilers 200lbs.  
in Donkey Boilers -

Vessel built at Selby.

By whom Cochrane &amp; Sons, Ltd.

Year. Month.

Engines made at Hull.

By whom Amos &amp; Smith, Ltd.

When 1929. 1.

Boilers, when made (Main) 1929.

(Donkey)

When 1929.

Owners Consolidated Fisheries, Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Swansea.

Voyage

Managers Sir John D. Marsden, Bt.

If Surveyed Afloat or in Dry Dock Consolidated Dry Dock.

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

HULL

MACHINERY

+100A1. Steam

+LMC. 3,52.

Trawler 9,53.

BS. 9,53.

S.S. Mil. 10,46. (Dr.)

TS CL. 11,51.

S.S. SWS. 3,52.

Last Report No.

Port

Particulars of Examination and Repairs (if any) BOILER SURVEY &amp; TAIL SHAFT.

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? Yes.

" " Donkey " " " "

If not, state for what reasons.

What parts of the Boilers could not be thus thoroughly examined?

That 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.

22-2-55.

Present condition of funnel(s)

Good.

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?

None.

and of the Donkey Boilers?

-

Did the Surveyor examine all the mountings of the Main Boilers?

Yes.

and of the Donkey Boilers?

-

Is 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?

Is shaft now been changed?

Yes.

If so, state reasons.

See Below.

Has the shaft now fitted been previously used?

No.

Has it a continuous liner?

Yes.

Is an approved oil retaining appliance fitted at the after end?

-

State date of examination of Screw Shaft.

1-3-55.

State the wear down in the

stern bush.

Close.

Is electric light and/or power fitted?

-

If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

-

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

-

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

The Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Complete.

Vessel placed in dry dock. Screw shaft drawn and examined together with underwater fittings.

Shaft was found corroded at top of cone and a small fracture at the keyway. A new shaft marked 2170 C.P. 8-4-49 was fitted.

Boiler examined internally and externally together with safety valves, manhole doors, and fastenings and mountings and placed in order. Safety valves adjusted, as above. Centre furnace found distorted was jacked true, 4 cc stays and one stoppered tube were renewed.

## General Observations, Opinion, and Recommendation:—

(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, etc.)

The machinery of this vessel is in efficient condition, and eligible to remain as classed with fresh record B.S.3,55, & T.S.3,55.

Survey Fee (per Section 23) B.S. £ 5 - - - T.S. 3 - - -  
Special Damage Repair Fee (if any) (per Section 23.) £ 5 - - -  
Selling expenses (if chargeable) £ - - -

Fees applied for, 14-5-1955.

Received by me, 19.

Committee's Minute.

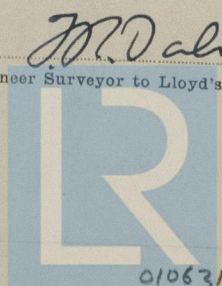
TUESDAY - 5 APR 1955

Signed

BS 3.55

S(N) 3.55.

Engineer Surveyor to Lloyd's Register of Shipping.



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