

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

(Received at London Office)

18 AUG 1954

Date of writing Report 14/8/54 19... When handed in at Local Office 17 AUG 1954 19... Port of HULL  
No in Reg. Book. Survey held at HULL. Date. First Survey 3/8/54 Last Survey 13/8/54 19...  
53620 on the Machinery of the ~~XXXXXXX~~ Steel S.Sc. Stm.Tu "BIDDY" (No. of Visits FOUR)

Tonnage { Gross 114 Vessel built at Larne. By whom Larne S.B. Co. Year. Month. 1914 7  
Net - Engines made at Glasgow. By whom Gauldie, Gillespie & Co. When -do-  
MN As Per Rule 67 Boilers, when made (Main) 1914 (Donkey) -  
No. of Main Boilers 1SB Owners United Towing Co.Ltd. Owners' Address -  
HS " " 1230 (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers - Managers - Port Hull. Voyage -  
Steam Pressure— If Surveyed Afloat or in Dry Dock Both. Drypool Drydock & Particulars of Classification (which must be inserted  
in Main Boilers 130 lb. (State name of Dock.) afloat Victoria Dock. precisely as in Register Book & Supplements).  
in Donkey Boilers -

Last Report No. - Port -  
Particulars of Examination and Repairs (if any) Docking & 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 9/8/54 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? 130 lb/sq.inch.

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? - 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 oil tight.

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? -

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

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

NOW DONE:- Vessel placed in drydock, propeller, after end of sternbush and outside fastenings of sea connections examined and found or placed in good order.

Oil gland adrift - shaft in way examined and found in good order, gland refitted.

B.S:- Main boiler examined internally and externally together with its mountings and all found or placed in good condition. Safety valves adjusted under steam to the above stated pressure.

WEAR & TEAR REPAIRS:- Main boiler starboard side bottom manhole door built up with E.W. where wasted.

## General Observations, Opinion, and Recommendation :-

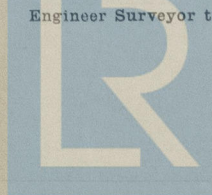
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

The Machinery of this vessel is eligible in my opinion to remain as classed with fresh record of B.S. 8,54.

Survey Fee (per Section 23) B.S. £ 5 : 0 : 0 Fees applied for, 17 AUG 1954  
Special Damage or Repair Fee (if any) £ : : Received by me, 17 AUG 1954  
(per Section 23.)  
Travelling expenses (if chargeable) £ : 8 : 0 19...

Committee's Minute THURSDAY 16 SEP 1954  
Assigned BS 8,54

Robinson  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation