

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

(Received at London Office)

7 - APR 1954

Date of writing Report... 26 MAR 1954... When handed in at Local Office... Port of LIVERPOOL

No in Reg. Book. Survey held at Fleetwood Date First Survey 17<sup>th</sup> March '54 Last Survey 22<sup>nd</sup> April 1954 (No. of Visits 3)

17649 on the Machinery of the ~~Wood~~ Steel S.T. "DINAS."

Gross Tonnage 275 Vessel built at S. Shields By whom C. Rennoldson & Co. When 1919 8  
 Net Tonnage 120 Engines made at Newcastle By whom Hawthorn, Leslie & Co. Ltd. When 1919  
 As Per Rule 88 Boilers, when made (Main) 1919 (Donkey) -  
 No. of Main Boilers 1S Owners Dinas Steam Trawling Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers - Managers Port Fleetwood Voyage  
 Steam Pressure - # Surveyed Afloat in Dry Dock Wye Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)  
 in Main Boilers 185  
 in Donkey Boilers -

Last Report No. Port B.S.

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

HULL	MACHINERY
*100A1 Stm.	LMC 9,49
Trawler 7,53	BS 3,53
ssMil. 2nd No. 3-3,45	TS Cl 3,53
ssFlt. -9,49	

Has a damage report been made by anyone else? If so, by whom? None reported.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes.

What parts of the Boilers could not be thus thoroughly examined? None reported.

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? None reported.

State latest date of internal examination of each boiler? 19<sup>th</sup> March 1954

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs/10"

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes. 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? -

Has 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? -

Has shaft now been changed? Yes. If so, state reasons. Has the shaft now fitted been previously used? Yes. Has it a continuous liner? Yes.

Is an approved oil retaining appliance fitted at the after end? Yes. State date of examination of Screw Shaft. State the wear down in the stern bush. Vessel afloat. 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? Yes.

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

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

Now done for Boiler Survey:- Boilers examined internally & externally, including mountings, manholes, doors, & fastenings. All found & placed in satisfactory condition. Boilers subsequently examined under steam, when the safety valves were adjusted to above pressure.

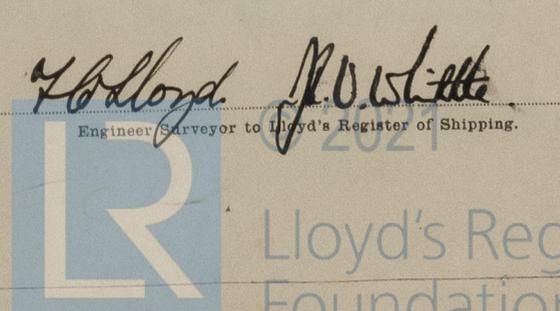
Repairs (Wear & Tear):- 6 plain tubes renewed in stand. nest. 2 back c.c. stays renewed in centre chamber. Stand. lower manhole door built up with electric welding, & refitted. Minor repairs effected to mountings.

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.)

This vessel's machinery, so far as now seen, is in an efficient condition, & eligible in our opinion to remain as classed, with fresh record of B.S. 3.54 now.

Survey Fee (per Section 23) B.S. £5:0:0 Fees applied for, 30 MAR 1954  
 Special Damage or Repair Fee (if any) (per Section 23.) £ Received by me, 6 APR 1954  
 Travelling expenses (if chargeable) £2:0:0

Committee's Minute LIVERPOOL  
 Assigned Defered for M.S. B.S. 3.54  
 J. Ballard J. O. White  
 Engineer (Surveyor to Lloyd's Register of Shipping.)



noted

Jan

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