

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

No. 22629.

(Received at London Office)

B-110/100

Date of writing Report 28th Oct 1954 When handed in at Local Office 2nd Nov 1954 Port of Southampton  
 No in Reg. Book. Survey held at Southampton Date. First Survey 15th Oct Last Survey 25th Oct 1954  
62567 on the Machinery of the Wood, Iron or Steel S.T. HAULER (No. of Visits Two)

Tonnage { Gross 143 Vessel built at Zalt Bommel By whom J. Meyer's S. B. Co. Year. 1926 Month. 8  
 Net 51 Engines made at Newbury By whom Plenty & Son Ltd. When 1926  
 MN As Per Rule 40 Boilers, when made (Main) 1926 (Donkey) ✓ When 1926  
 No. of Main Boilers 153 Owners Foremost Dredging Co. Ltd. Owners' Address As recorded  
 HS " " " 287 (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers ✓ Managers ✓ on slipway Port London Voyage ✓  
 Steam Pressure— If Surveyed Afloat or in Dry Dock Husbands Shipyard  
 in Main Boilers 127 lb (State name of Dock.) Marchwood  
 in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Docking and B.S.  
 Particulars of Examination and Repairs (if any) Docking and 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.)

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 15. 10. 54

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? Efficient.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓

To what pressure were they afterwards adjusted under steam? 127 lbs / sq in

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boiler? Yes

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 46 / 1000 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 forward. 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. Complete.

Now Done: Vessel placed on slipway, examined propeller, outside end of stern bush, sea inlet and discharge valves and outside fastenings; all found or now placed in good condition. Wear down as above.  
B.S. Boiler examined internally and externally together with manhole doors, safety valves, principal mountings, studs and securing arrangements; all found or now placed in good condition. Final examination made under steam. Safety valves adjusted, oil fuel burning and steam smothering examined under working conditions and found satisfactory.  
Wear & tear: Boiler: main stop valve seat and cover studs renewed. Safety valve chest studs 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.)

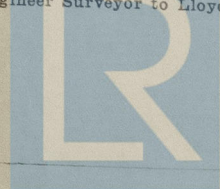
The machinery of this vessel so far as now seen is in good and safe working condition and eligible in my opinion to remain as classed with fresh record of BS 10,54 now.

Survey Fee (per Section 23) BS £ 5 Fees applied for, 2/11/ 1954  
 Special Damage or Repair Fee (if any) £ 18 Received by me, E. D. Cook  
 (per Section 23.) Travelling expenses (if chargeable) £ 18 1954

Committee's Minute THURSDAY 18 NOV 1954

Assigned BS 10, 54

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

011273-011274-0011



BS due 10.54 now held.

It is submitted that this  
vessel is eligible for THE  
RECORD BS 10.54

*W*

*24*

15 NOV 1954

*...the vessel is eligible for the record BS 10.54 ...*

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