Rpt. 9.

No. 21994.

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

(Received at London Office 30 OCT 1953)

Date of writing Report 28.10.1953. When handed in at Local Office 29.10.1953. Port of SOUTHAMPTON

No in Reg. Book. 12411 Survey held at SOUTHAMPTON Date. First Survey 20.10.53 Last Survey 23.10.1953. (No. of Visits 3.)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "HAULER"

Tonnage { Gross 143 / Net 51

MN As Per Rule 40

No. of Main Boilers 1. S.B.

HS " " " 887

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 127 LB. in Donkey Boilers ✓

Vessel built at ZALT. BOMMEL By whom J. MEYER'S S.B. CO. When 1926 8 (Year. Month)

Engines made at NEWBURY By whom PLENTY & SON LTD. When 1926 -

Boilers, when made (Main) 1926 (Donkey) ✓

Owners FOREMOST DREDGING CO LTD. Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers ✓ Port LONDON Voyage ✓

If Surveyed Afloat or in Dry Dock JAMES YARD, NORTHAM, (State name of Dock.) AFLOAT.

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

HULL	MACHINERY
+100 A1. BARGE FOR TOWING. SERVICES. B.S. 10,52.	+ L.M.C. 1,52. B.S. 11,52. TS. OG N. 10,52.
S.S. SOU-12,51 (DR)	
FITTED FOR OIL FUEL 5,47 F.P. ABOVE 150°F	

Last Report No. 21730 Port ✓ Son.

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, 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~~ THE 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~~ THE boiler 20.10.53. Present condition of funnel(s) EFFICIENT.

Did the Surveyor examine the Safety Valves of the Main Boiler(s)? YES. To what pressure were they afterwards adjusted under steam? 127 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 Boiler(s)? 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 Boiler(s)? 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 AFLOAT 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. The boiler opened up and examined throughout to-gether with its safety valves and principal mountings manhole doors and fastenings and all found or now placed in good order. The boiler subsequently examined under steam and its safety valves adjusted to the pressure noted above, the oil fuel burning and steam smothering installation examined under working conditions and found satisfactory.

WEAR & TEAR REPAIRS. A new check valve chest has now been fitted to the boiler shell, the chest having been hydraulically tested to 320 LBS/□" prior to fitting. Minor repairs also 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.)

The machinery of this vessel as now seen is in good and safe working condition and eligible in my opinion to remain as classed with fresh record of B.S. 10,53 now.

Survey Fee (per Section 23) B.S. £ 5 : 0 : 0

Special Damage or Repair Fee (if any) (per Section 23.) £ : :

Travelling expenses (if chargeable) £ : 8 : 0

Fees applied for, 27/10/1953.

Received by me, 19

J. F. Stanford.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUESDAY 10 NOV 1953

Assigned BS 10.53

Has a Survey also been held on Ship? No ✓

If so, is the report sent now, or when will it be sent?

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

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

20m.5.52. Transfer Ink (MADE AND PRINTED IN ENGLAND.)

(The Surveyors are requested not to write on or below the space for Committee's Minutes.)

011273-011279-0012

CHEAR.

B.S. due 11/53 now held
a check valve check removed

It is submitted that this vessel is eligible for THE RECORD. B.S. 10/53

Eul - 5 NOV 1953