

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

(Received at London Office)

30 OCT 1953

Date of writing Report 28.10.53, When landed in at Local Office 29.10.53. Port of SOUTHAMPTON  
 No in Reg. Book. Survey held at SOUTHAMPTON Date. First Survey 20.10.53 Last Survey 23.10.53  
 (No. of Visits 3)

12411 on the Machinery of the ~~W. L. L.~~ Steel S.S. "HAULER"

Tonnage { Gross 143 Vessel built at ZALT. BOMMEL By whom J. MEYERS S.B. Co. When 1926 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) ✓  
 No. of Main Boilers 1.58 Owners FOREMOST DREDGING Co LTD. Owners' Address. ✓  
 HS " " 887 (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers ✓ Managers ✓ Port LONDON Voyage ✓  
 Steam Pressure— If Surveyed Afloat or in Dry Dock JAMES YARD NORTHAM  
 in Main Boilers 124 LBS. (State name of Dock.) AFLOAT.  
 in Donkey Boilers

Last Report No. 21730 Port ~~South~~

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~~ Main Boiler ~~and~~ 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 20.10.53

Present condition of funnel (✓) EFFICIENT

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

To what pressure were they afterwards adjusted under steam? 124 LBS/SQ"

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? 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? 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/SQ" 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 22) B.S. £ 5 : 0 : 0 Fees applied for, 29/10/53  
 Special Damage or Repair Fee (if any) £ : : : Received by me,  
 (per Section 23.)  
 Travelling expenses (if chargeable) £ : 8 : 0

Committee's Minute

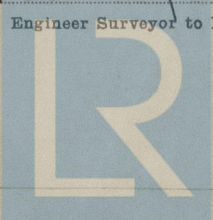
Assigned

TUESDAY 10 NOV 1953

BS 10.53

J. F. Crawford.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

011273-011279-0012



B.S. due 11/53 now held  
A check value check received  
It is submitted that this  
vessel is eligible for THE  
RECORD. B.S. 10/53

End - 5 NOV 1953

