

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

Date of writing Report Jan. 20, 1954 (Received at London Office) When handed in at Local Office Jan. 20, 1954 Port of Halifax, N. S. FEB 1954  
 No in Reg. Book. Survey held at Sydney, N. S. Date First Survey 30-12-53 Last Survey 6th Jan., 1954  
 07340 on the Machinery of the ~~WOOD, IRON OR STEEL~~ Single Screw Motor Trawler, "DAUNTLESS STAR" (No. of Visits Three)

Tonnage { Gross 132  
 Net 42  
 MN 75  
 No. of Main Boilers -  
 No. of Donkey Boilers -  
 Steam Pressure in Main Boilers -  
 in Donkey Boilers -

Vessel built at Selby By whom Cochrane & Sons, Ltd.  
 Engines made at Manchester By whom Crossley Bros. Ltd.  
 Boilers, when made (Main) - (Donkey) -  
 Owners Booth Fisheries Canadian Co. Ltd. Owners' Address As recorded.  
 Managers - (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat or in Dry Dock Marine Slip. Port Halifax, N. S. Voyage Fishing  
 (State name of Dock.) North Sydney Marine Railway Co. Ltd.

Last Report No.

Port

## Particulars of Examination and Repairs (if any) DOCKING

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 through examination at this time?

" " 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

Did the Surveyor examine the Safety Valves of the Main Boilers?

Present condition of funnel(s) Good

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?

To what pressure were they afterwards adjusted under steam?

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?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

No

Has it a continuous liner?

No

Is an approved oil retaining appliance fitted at the after end? Yes

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 Working fit. 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?

No

Machinery 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. DOCKING SURVEY COMPLETE.

NOW DONE: Vessel placed on Marine Slip. Propeller, sternbush, sea connections (opened up) and their fastenings examined. Screw shaft not drawn at this time. Wear down in the stern bush approximately 10/1000". Oil gland good. Not removed.

A few repairs of a minor nature only carried out.

## 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, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 or CS 3.34 140 lb., FD, &c.)  
 The Machinery of this vessel is eligible, in my opinion, to remain as classed without fresh record of survey.

Survey Fee (per Section 23) Sea valves, etc. \$25.00

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

Traveling expenses (if chargeable)

Committee's Minute

Signed

Fees applied for Jan. 19 1954  
 Received by me, J. Stevenson for Wm. Gibby

ACTING

Engineer Surveyor to Lloyd's Register of Shipping.

TUESDAY 23 FEB 1954



Docking.

*It is submitted that this  
vessel is eligible to remain  
as CLASSED.*

*W. J. J.*

16 FEB 1954



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