

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

(Received at London Office)

8-MAR 1952

7-MAR 1952

Writing Report... When handed in at Local Office... Port of **HULL**

Survey held at **Hull**. Date. First Survey **16.1.52** Last Survey **24.2.1952**  
(No. of Visits **14**)

on the Machinery of the ~~XXXXXX~~ Steel **S.Sc. Motor Trawler "DAUNTLESS STAR"**

Gross **132** Vessel built at **Selby**. By whom **Cochrane & Sons, Ltd.** Year. Month. When **1948** -  
 Net **42** Engines made at **Manchester**. By whom **Crossley Bros.Ltd.** When **1942** -  
 Boilers, when made (Main) - (Donkey) -  
 Owners **Boston Deep Sea Fishing & Ice Co.Ltd.** Owners' Address -  
 Managers **B.A. Parkes**. Port **Lowestoft**. Voyage -  
 If Surveyed Afloat or in Dry Dock **Both.St.Andrew's Dock**.  
 (State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any)
Oil Engines.		

Port No. **Port** **Classification Survey LMC & TSOG**

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case.

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.

Has a special damage report made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a through examination at this time?

For what reasons? What parts of the Boilers could not be thus thoroughly examined?

What 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?

Date of internal examination of each boiler? Present condition of funnel(s) **Efficient.**

Has the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? **Yes** Has it a continuous liner? **No** Is an approved oil retaining appliance fitted at the after end? **Yes**

Has the screw shaft now been changed? **Yes** If so, state reasons **Corroded.** Has the shaft now fitted been previously used? **No** Has it a continuous liner? **No**

Has an approved oil retaining appliance fitted at the after end? **Yes** State date of examination of Screw Shaft **7.2.52.** State the wear down in the shaft **Good fit.**

Is electric light and/or power fitted? **Yes** If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? **Yes**

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 foreward.

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

**NOW DONE:-** Vessel placed on slipway. Propeller, sea connections and fastenings examined.

**T.S.O.G:-** Screwshaft drawn inboard and examined together with stern bush and Oil gland. Sprayed metal on shaft found slack and shaft corroded. Shaft rejected. Oil gland badly worn.

**EXAMINED:-** Crossley H.R.L.6 Main engine covers, liners, pistons, valves, rods, gudgeon pins and bushes, bottom end pins and bearings, crank, main bearings, scavenge pump pistons, cylinders, rods and crank, attached main engine air compressor complete with drive and main engine salt water circulating pump and fresh water circulating pump with valves and drive. Main engine vulcan coupling and thrust examined as far as practicable. Thrust and intermediate shafts examined.

Starting air receivers examined internally and externally together with connections and found in good condition. Main engine starting air pipes cleaned, examined and tested. Main engine lub. oil cooler removed cleaned and examined. (P.T.O)

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 to 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 MC 140 lb., FD, &c.) CS 3,34

This vessel is eligible in my opinion to be classed in the Register Book with records of **LMC 2,52 and TSOG 2,52.**

(per Section 29)	LMC	£28:0:0	Fees applied for
Surveyor's attendance	Tailshaft	4:0:0	
Examinations (per Section 29.)		5:5:0	
Elect. (See Report 13).		3:3:0	
		6:0:0	
		5:0:0	Received by me,

FRI. 28 MAR 1952

J.A. May  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

012501-012507-0248 2

See minutes on F.E. mch. vpt.

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

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

## Motor Trawler "DAUNTLESS STAR"

Aux. engine Crossley B.W.2. Examined covers, valves and valve gear, pistons, liners, rods, gudgeon pins and bushes, bottom end pins and bearings, crank and clutches. Oil cooler cleaned and examined.

G.S. pump clutched to B.W.2. engine. Pump dismantled and examined completely.

Hamworthy 2 stage air compressor clutched to B.W.2 engine. Compressor dismantled and examined completely.

Lister emergency compressor set generally examined without dismantling and tried under working conditions and found satisfactory.

WEAR & TEAR REPAIRS:- New screwshaft machined from a Lloyds tested thrust shaft (identification marks LL.257 T.L.S. 27.5.27). Shaft finally inspected on completion and stamped for identification (Lloyds 257 J.A.C. 7.2.52). New C.I. sternbush machined and fitted. O.G. (Vickers) completely overhauled. All stern gear efficiently refitted and pumped through with oil pump satisfactorily.

Main engine. All piston rings renewed.

2 gudgeon pins and bushes renewed.

1 bottom end remetalled.

All valves overhauled.

Lub. oil pump overhauled.

Fresh water circ. pump overhauled.

Sea water circulating pump overhauled.

M.E. compressor overhauled.

M.E. Lub. oil cooler removed, cleaned, examined and tested.

Main engine fuel pump and injectors returned to Makers for overhaul.

G.S. sea suction pipe renewed in copper.

ALTERATIONS AND ADDITIONS:- Main engines converted to fresh water cooling.

Main engine bilge pump utilized for fresh water circulating pump.

Main engine sea water circulating pump arranged to circulate heater exchange.

Both pumps cross connected for use in emergency.

Heater exchanger and header tank fitted with suitable connection as shown on amended pumping plan attached.

(Please see separate sheet).

## Motor Trawler "DAUNTLESS STAR".

REPAIRS, Alterations and Additions to conform with the Rule Requirements. All O.F. valves on main bunkers and daily service tanks fitted with extended spindles to casing top. See attached O.F. pumping arrangements.

Round gauge glass and valves removed from daily service tank and enclosed efficient float gauge fitted (Bayham type).

Main engine circulating water discharge and G.S. pump discharge ship side overboard flap valves replaced with S.D. N.R. valves. Ballast line removed from bilge suction box and refitted to G.S. pump suction.

12 coupling bolts supplied for spare.

It is understood that this vessel is being purchased by the Booth Fishing Corp. of Boston Mass.

On completion of repairs and alterations full power trials were run in River Humber and Main and Aux. machinery tried under working conditions. All pumping arrangements examined and tested.

*J. Kelly*