

No. 58164

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

(Received at London Office

8-MAR-1952

7-MAR-1952

Writing Report 19 When handed in at Local Office 19 Port of HULL.

Survey held at Hull. Date First Survey 16. 1. 52 Last Survey 24. 2. 19 52

(No. of Visits 14)

on the Machinery of the XXXXXXXX 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 assigned new expired.	Machinery and Boiler Surveys (including date of N.B., if any)
Oil Engines.		

Port No. Port
Class of Examination and Repairs (if any) Classification Survey LMC & TSOG

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, 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

Report made by anyone else? If so, by whom?

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

Donkey

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

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.

Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

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

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

Approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft 7.2.52.

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

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 forward.

Where 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.

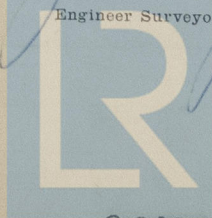
(per Section 29) LMC
Tailshaft £28 0 0
Survey attendance 4 0 0
Fees applied for 7-MAR-1952
XXXXXXXX Elect. £5 5 0
XXXXXXXX Elect. £3 3 0
(See Report 13). £6 0 0
Total £51 0 0

Fees applied for
Received by me,
19

FRI. 28 MAR 1952

See minute on F.E. mch. vph.

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



Lloyd's Register
Foundation

012501-012507-0248 1/2

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

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) complete 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. R. Kelly



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