

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

(Received at London Office

16 SEP 1953

Date of writing Report 11/9/53 When handed in at Local Office 14 SEP 1953 Port of HULL

No in Reg. Book. Survey held at HULL Date. First Survey 24/8/53 Last Survey 29/8/53 (No. of Visits 3)

23191 on the Machinery of the ~~Wood, Iron & Steel~~ Steam Tug "PINKY"

Tonnage { Gross 103 Vessel built at Hessle By whom Livingstone & Cooper Ltd., When 1916 6  
 Net - Engines made at Hull By whom C.D. Holmes & Co., Ltd. When -do-  
 Nominal 62 Boilers, when made (Main) 1916 (Donkey) -  
 Horse Power *M/V* Owners United Towing Co. Ltd. Owners' Address -  
 No. of Main Boilers 1SB (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers - Port Hull. Voyage -  
 Steam Pressure - If Surveyed Afloat or in Dry Dock Both. Afloat Victoria Dk  
 in Main Boilers 140 lb. (State name of Dock.) & in Drypool Drydock, Hull.  
 in Donkey Boilers -

Last Report No. Port Particulars of Examination and Repairs (if any) Docking, T.S. & 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, 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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1 for towing purposes 12,52		*LMC 11,51 BS 12,52
s.s. Hul 9,47 (Dr)		TSOG 7,50
s.s. Hul 11,51		

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? Yes

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

If not, state for what reasons? What parts of the Boilers could not be thus thoroughly examined?

State latest date of internal examination of each boiler? Present condition of funnel(s) Efficient.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 140 lb/sq.inch.

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? 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 Boilers? Yes 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 shaft now been changed? No 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 24.8.53. State the wear down in the stern bush Close fit. 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.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

NOW DONE FOR DOCKING & T.S:- Vessel placed in drydock, propeller, sternbush, oil gland, sea connections and outside fastenings examined, all found or placed in good order. Screwshaft drawn in, examined, and found in good condition.

NOW DONE FOR B.S:- Boiler examined internally and externally together with safety valves, mountings, doors and fastenings, all found or placed in good order. Boiler subsequently examined under steam and safety valves adjusted to above stated pressure.

Sundry minor repairs effected.

### 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 \*LMC 140 lb., FD, &c.)

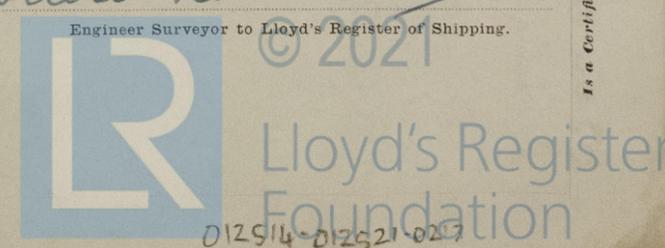
The Machinery of this vessel as now seen is eligible in my opinion to remain as now classed with fresh record of T.S.O.G. 8,53 and B.S.8,53.

Survey Fee (per Section 29) B.S. 5 0 0 TS. 2 0 0  
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :  
 Travelling expenses (if chargeable) £ : :

Fees applied for 15 SEP 1953 Received by me, 19

J. Forest-Robertson Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned TUESDAY 29 SEP 1953 BS 8,53 5.8.53



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

BS due 12.53 now held  
Docking. Scowhaft drawn read.

*It is submitted that this  
vessel is eligible for THE  
RECORD BS.8.53.*

S.8.53..

*MA* *d.j.*

23 SEP 1953



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