

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

(Received at London Office

30 SEP 1953

119 SEP 1953

Port of LIVERPOOL

Date of writing Report

When handed in at Local Office

10

2

Last Survey

14.9.1953

(No. of Visits)

No in Reg. Book. Survey held at Fleetwood

Date. First Survey

23102 on the Machinery of the Wood, Iron or Steel

S.T. "PHRONTIS"

Tonnage { Gross 288
Net 114

Vessel built at Selby

By whom Cochrane & Sons

Year. Month.

When 1911 4

Engines made at Hull

By whom Amos & Smith, Ltd.

When 1911

MN As Per Rule 90

Boilers, when made (Main) 1911

(Donkey) -

No. of Main Boilers 1S

Owners Mount stn. fishing Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

HS " " " 15.20

Managers Will B. Moody

Port Fleetwood

Voyage

No. of Donkey Boilers -

Steam Pressure -

in Main Boilers 180

in Donkey Boilers 180

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Wyn Dock
Slipway.

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

Last Report No.

Port

Particulars of Examination and Repairs (if any)

Dredging.

(Periodical Surveys, when held, must be reported in detail and serially 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.

None reported

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 thorough examination at this time?

" " " Donkey " " "

If not, state for what reasons

B.S. nearly completed

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

Present condition of funnel(s)

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

To what pressure were they afterwards adjusted under steam?

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?

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?

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 19. 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?

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 for Dredging:- Vessel placed on slipway. Examined propellers, after end of stern bush (externally), & outside fastenings. All found satisfactory.

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.)

This vessel's machinery, so far as now seen, is in an efficient condition, & eligible in my opinion to remain as now classed, without fresh record of survey.

Survey Fee (per Section 23) £ : :

Fees applied for,

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

Received by me,

Travelling expenses (if chargeable) £ : :

19.

Committee's Minute

Assigned

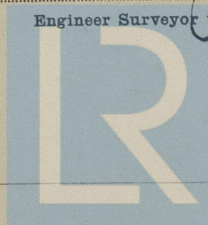
LIVERPOOL

As now

29 SEP 1953

Engineer Surveyor to Lloyd's Register of Shipping.

D.V. Blatte



Lloyd's Register Foundation

013042-013051-0070

