Rpt. 9. No. 17817

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

(Received at London Office 4 JUL 1951)

Date of writing Report June 30 1951 When handed in at Local Office ..... 19 ..... Port of Amsterdam

No in Reg. Book. Survey held at Ymuiden Date. First Survey June 28 Last Survey June 30 1951 (No. of Visits 3)

95719 on the Machinery of the ~~Wood, Iron or~~ Steel Stm. Trawler "PERSENSZ"

Tonnage { Gross 352 / Net 147 | Vessel built at Beverley By whom Cook, Welton & Gemmell Ltd. When Year 1926 Month 8

Nominal Horse Power 96 | Engines made at Hull By whom C. D. Holmes & Co. Ltd. When 1926

No. of Main Boilers 1 | Boilers, when made (Main) 1926 (Donkey)

No. of Donkey Boilers — | Owners ~~Centrala Morska Importowa Eksportowa~~ new "Dalmor" "Przedsiębiorstwo Połowów Dalekomorskich sp. z. ogr. odp. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure— in Main Boilers 200 lb. | Managers Port Gdynia Voyage —

in Donkey Boilers — | If Surveyed Afloat or in Dry Dock dry dock (partly lifted) (State name of Dock.) Ymuiden

Last Report No. 118. Port Rot. Bkn.

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+ 100 A1 Stm Trawler Bkn. 9.50 Reclassed: 10.46 s.s. Bkn. 9.50		+ LMC. 9.50 C.L. 9.50

Particulars of Examination and Repairs (if any) damage

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

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 yes underwriter surveys.

Was a damage report made by anyone else? If so, by whom? underwriter surveys.

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? —

The latest date of internal examination of each boiler — Present condition of funnel(s) Good

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? NO If so, state reasons — Has the shaft now fitted been previously used? — Has it a continuous liner? —

Is approved oil retaining appliance fitted at the after end? — State date of examination of Screw Shaft — State the wear down in the stern bush 1,4 mm Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? —

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? —

Line parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

According to the logbook a steel rope was twisted between the propeller and the after end of the tailshaft. Vessel placed in drydock and partly lifted and rope removed.
Found following damage: Steel rope protector (in 2 pieces) round after end tailshaft bent. Repaired by taking of, straightening and refitting. Cast iron turning wheel (in 2 pieces) on crankshaft of M.E cracked. Repaired by renewing
M.E tried on June 30-1951 and turned with turning wheel and all functioning good. The repairs are carried out with good workmanship

General Observations, Opinion, and Recommendation:— The machinery is in a good condition

(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 CS 3,34 140 lb., FD, &c.)

The vessel is in my opinion eligible to remain as classed.

Survey Fee (per Section 29) £ £40- Fees applied for 30.6.1951

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ 14-

THU 2 AUG 1951

Committee's Minute

Assigned

(The Surveyors are ...)

H. Rinsden

Engineer Surveyor to Lloyd's Register of Shipping.

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

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

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