

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

No. 24426

Date of writing Report 17<sup>th</sup> Jan. 1951 When handed in at Local Office 18<sup>th</sup> Jan. 1951 (Received at London Office 19 JAN 1951)  
 No. in Reg. Book 78026 Survey held at Grimsby Date First Survey 2<sup>nd</sup> Jan. Last Survey 12<sup>th</sup> Jan. 1951 Port of GRIMSBY  
 on the Machinery of the Wood, Iron or Steel Steam Trawler SYRIAN (No. of Visits 3)

Tonnage { Gross 324 Vessel built at Selly By whom Bochran & Sons Ltd Year. Month. 1918  
 Net 134 Engines made at Hull By whom B.D. Holmes & Co. Ltd When 1918  
 Nominal Horse Power 87 MN Boilers, when made (Main) 1918 (Donkey) ✓  
 No. of Main Boilers 138 Owners Northern Trawlers Ltd Owners' Address ✓  
 No. of Donkey Boilers ✓ Managers John Bennett (If not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 200 LB Port Grimsby Voyage Fishing  
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Slipway (State name of Dock.) Fish Dock

Last Report No. ✓ Port ✓

Particulars of Examination and Repairs (if any) B.S. and condition  
 (Periodical Surveys, when held, must be reported in detail and serially 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 ✓

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? Yes" " 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? ✓State latest date of internal examination of each boiler 10<sup>th</sup> Jan. 1951Present condition of funnel (if) EfficientDid the Surveyor examine the Safety Valves of the Main Boilers? YesTo what pressure were they afterwards adjusted under steam? 200 LB/INDid 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? None fitted, 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? NoHas 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 1/32Is 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? ✓If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Survey complete.

Now done Vessel placed on slipway, propeller and outside fastenings to sea connections examined and found in good order.

The boiler was examined internally and externally together with the safety valves, manholes, doors and other mountings and all found in good order.

The safety valves were adjusted under steam to 200 LB/IN

Wear and tear repairs. Windlass steam boiler stop valve renewed.

## General Observations, Opinion, and Recommendation:—

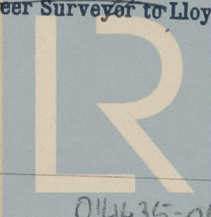
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh record of B.S. 1.51.

Survey Fee (per Section 29) B.S. 24 : 0 : 0Fees applied for 18-1-1951Special Damage or Repair Fee (if any) 2 : : (per Section 29.)Received by me, 19Travelling expenses (if chargeable) 2 : :Committee's Minute FRI 16 FEB 1951Assigned BS 1.51

E.E. Hickling

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

014435-014460-0272



BS am 11.50 new head  
Docking.

It is submitted that this  
vessel is eligible for THE  
RECORD. BS 1.51

BS 1.51  
9.2.51



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