

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

(Received at London Office

30 DEC 1952

Date of writing Report... 19... When handed in at Local Office 29/12/52 19... Port of NEWCASTLE-ON-TYNE
No in 0554 Book. Survey held at Blyth Date. First Survey 21st Dec 1952 and Last Survey 21st Dec 1952
(No. of Visits 1)

on the Machinery of the Wood Type Steel Trawl "DRAKELON"
Assembled by General Str. Nav. Co. Ltd London.

Gross 313 Net 163 Vessel built at bolchutes By whom Davy Farman & Co. (Donkey) When 1945
Engines made at bolchutes By whom Davy Farman & Co. (Donkey) When 1945
Boilers, when made (Main) bolchutes Owners Drakelov S.S. Co. Ltd Owners' Address London
Managers P. E. Bethell & Co. Ltd Port Cardiff Voyage Afloat
If Surveyed Afloat or in Dry Dock Afloat (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 now expired. | Machinery and Boiler Surveys (including date of N.B., if any) |
|---|-----------------------------|--|
| <u>A1</u> <u>with freeboard</u> <u>3.52</u> <u>blasted 8.51</u> <u>SS Shp. -8.51.</u> | | <u>LMC 8.51</u> <u>TS 3.52.</u> <u>Oil-engine</u> <u>For service U.K. line excluding</u> <u>D. Coast, Ch. Islands + Continent</u> <u>also in the Baltic + W. coast of France + line between</u> <u>1/4 + 31/10</u> |

Particulars of Examination and Repairs (if any) Repairs
Radical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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.

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.

Has a damage report made by anyone else? If so, by whom?

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

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

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?

What is the latest date of internal examination of each boiler?

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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the 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.

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?

When the 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.
Done:- At the request of the Owner's Representative examined the port side intermediate shaft after coupling. This coupling which abutts the screwshaft coupling was found to be detached from the shaft due to the securing nut slackening back off the shaft. This coupling now refitted to the shaft and hardened up on its taper, and found to be a good fit. Locking plates now fitted to both this intermediate shaft and screwshaft couplings to prevent the securing nuts slackening in the future, and the couplings placed in efficient condition.

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. &c.)
CS 3.34
The machinery of this vessel so far as now seen is eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 23) £ : : Fees applied for 29 DEC 1952
Special Repair Fee (if any) £ 3 0 0 Received by me, R Bolton
(per Section 23.)
Travelling expenses (if chargeable) £ : :
Committee's Minute THU 22 JAN 1953
Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.



015224-015232-0340

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

Machinery repairs

*It is submitted that this
vessel is eligible to remain
as CLASSED.*

WJH

- 8 JAN 1953



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