

# Report of Survey for Repairs, &c., of Engines and Boilers

Date of writing Report 17/5/21 1921 When handed in at Local Office 17/5/21 1921 Port of Hull (Received at London Office THU 21 JUL 1921)

No. in Book 5646 Survey held at Hull Date, First Survey 14/3/21 Last Survey 10/5/21 1919 (No. of Visits 12)

Age { Gross 257 Net 97 Vessel built at Fleussing By whom Fleussing Schiffbau Ges When 1918 (No. of Visits 12)

Registered Horse Power 85 Engines made at Fleussing By whom Fleussing Schiffbau Ges When 1918 (Donkey)

No. of Main Boilers 1 Boilers, when made (Main) 1918 (Donkey)  No. of Donkey Boilers 1 Owners Hull Ste Fishing & Ice Co Ltd Port Hull Voyage Fishing

No. of Main Boilers 200 If Surveyed Afloat or in Dry Dock at St Andrew's Dock (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Preceding Report No. \_\_\_\_\_ Port \_\_\_\_\_ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) L.M.C. (Contract) Class Contracted See 1st Entry Afloat. Unclassified

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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 details and initials of any letters respecting this case.

Special 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 Do. " Donkey "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam?  Did the Surveyor examine the drain plugs of the Main Boilers? None fitted , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler?  Did the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No or two liners? No or is it without liners? Yes

Has the shaft now been changed? No If so, state reasons  Has it a continuous liner?  or two liners?  or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 16" B. (patent gland) Is the Survey complete state what arrangements have been made for its completion and what remains to be done? Complete.

The Boiler & its Mountings examined & found in good working order. Cylinders pistons slide crank thrust shafting all pumps Condensers & suction screw shaft propeller & sea connections & fastenings examined & found satisfactory or made so. Main stem & feed pipes tested by hydraulic to 600 lbs & 800 lbs. respectively & found tight. NOW DONE. Machinery parts adjusted.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen is in good order & eligible in my opinion for the Record L.M.C. 5-21.

Damage or Repair Fee (if any) 15 Fees applied for per letter to No 576 Received by me, 31/8/1921 J. W. Ellis Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 5 AUG. 1921 L.M.C. 5-21 Lloyd's Register Foundation 015253-015263-0263