

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

FRL 6 NOV 1908

(Received at London Office)

Site of writing Report *Grimsby* When handed in at Local Office *5/10/08* Port of *GRIMSBY*  
 2. in Survey held at *Grimsby* Date, First Survey *21-10* Last Survey *31-10-1908*  
 Book *028* on the Machinery of the *Wood, Iron or Steel* *Sc. H. Swift* Master  
 (No. of Visits *4*)  
 Age Gross *45* Vessel built at *Hull* By whom *Curle & Co* When *1894*  
 Net *45* Engines made at *Do* By whom *Do* When *1894*  
 Registered Power *45* Boilers, when made (Main) *1893* refitted *98* (Donkey)  
 of Main Boilers *1* Owners *Wm. & J. G. 20* Port *Grimsby* Voyage *Fishing*  
 of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat*  
 Main Boilers *1* (State name of Dock.)  
 Donkey Boilers *1*

st Survey No. *Port*  
 Particulars of Examination and Repairs (if any) *See Report*

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 ideas being detailed in the body of the report, should be briefly summarised at the end of the report. State also the loss 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? also whether any damage report was made, and, if so, by whom?

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

Do. " Donkey " " "

Was not done, 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?

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

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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 Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

Yes, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

Yes, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner?

or two liners? Yes. or is it without liners?

Has shaft now been changed? No. If so, state reasons

Has shaft now fitted new? Has it a continuous liner?

or two liners?

or is it without liners?

What is the distance between ligum vitae of stern bush and top of after bearing of screw shaft?

A good fit.

Complete.

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

The propeller shaft, propeller, stern bush (rewooded) & outside fastenings examined.

The old boiler has now been taken out of the vessel & a boiler originally fitted in the hawker 'Dark' 170 in R.P. has been placed on board. For particulars of survey repairs to this boiler see Gas. Rept 5651.

The mountings are those from the old boiler - they have been overhauled & exam. & the main steam pipe annealed & tested to 160 lbs water pressure.

General Observations, Opinion, and Recommendation:— This machinery is

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, B.S. 9, 07, B.&D.S. 9, 07, or L.S.C. 9, 07, 160 lb., &c.

eligible in our opinion to remain as classed

with the notation + H.P. 93. refitted 98. H.S. 792.

Note screw shaft seen 10.08.

Fee (per Section 25) £ *1*  
 Damage or Repair Fee (if any) £ *1*  
 (per Section 25.)  
 Billings Expenses (if chargeable) £ *1*

Fees applied for  
 19  
 Received by me,  
 19

*D. Mitchell & C. Marshall*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES. 10 NOV 1908*

Signed

*+ H.P. 93*  
*refitted 98*





Roller taken from the "Dart"  
has now been fitted on board

It is submitted that this vessel is eligible for THE RECORD + N.B. 93.

It is submitted that  
this vessel is eligible for  
THE RECORD + N.B. 93.

Registered 10.08.  
16076

510.08

per 6/11/08

GM5358/123



LLOYD'S  
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AND  
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The Survey

