Blr for S/S "Swift"

9. No. 5651.

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

(Received at London Office SAT 24 OCT 1908)

Date of writing Report 23/10/08. 19 When handed in at Local Office 19 Port of GRIMSBY

in Book. Survey held at Grimsby. Date, First Survey 7-10 Last Survey 16-10-1908 (No. of Visits 5.)

28 on the Machinery of the ~~Wood, Iron or~~ Steel Boiler ex Dart (N. 17 built) Master

Gross 136 Net 45 — Vessel built at Hull By whom Earles Co Ld When 1894-9

Registered Power 45 — Engines made at " By whom do When do

Main Boilers 1 — Boilers, when made (Main) 1894 (Donkey)

Donkey Boilers — Owners Pioneer S. F. Co Ld Port Grms Voyage

Pressure—Main Boilers 160 — If Surveyed Afloat or in Dry Dock (State name of Dock.)

Donkey Boilers

Last Survey No. Port

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.R., if any).
✠ 10041		
Steam Trawler		✠ Thrl
9.07		9.07
S.S. No 3. - 9.07		

Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the 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 damage detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In 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 not? also whether any damage report was made, and, if so, by whom?

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

" " Donkey " " "

If not done, state for what reasons?

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 Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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

Did Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?, and of the Donkey Boiler?

Did Surveyor examine the drain plugs of the Main Boilers?, and of the Donkey Boiler?

Did Surveyor examine all the mountings of the Main Boilers?, and of the Donkey Boiler?

Shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Screw been changed? If so, state reasons

Is now fitted new? Has it a continuous liner? or two liners? or is it without liners?

Distance between lignum vitæ of stern bush and top of after bearing of screw shaft?

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

In accordance with instructions contained in the Secretary's letter of 5th October, 1908. (E) this second hand boiler has now been surveyed & the dimensions, scantlings & details of shell riveting obtained & compared with the original approved plan of the same. The C.C. sides, bottoms, backs & tops, the furnaces, tubes & front end plate full screwed stays are new, & the marks on new plates & furnaces have been found to correspond with the steel advice note sent herewith. The port C.C. back having been made too short to allow two of the back end plate stays being entered in the C.C. back, a large riveted doubling has now been fitted to the end plate as compensation. The boiler was afterwards tested to 320 lbs water pressure, was gauged at that pressure, showed no signs of weakness & was tight & satisfactory.

Observations, Opinion, and Recommendation:—

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 what 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.&M.S. 9,07, or ✠ L.M.C. 9,07, 160 lb., F.D., &c.)

This boiler is suitable in my opinion for a working pressure of 160 lbs per sq. inch. It is to be fitted in the steam trawler Swift 2028 in the Register Book.

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

Fee (Section 28) nett. £2.2.0. Fees applied for 22/10/08 B 5/1/09

Extra or Repair Fee (if any) (Section 28.) £ , ,

Expenses (if chargeable) £ , , Received by me 1 1 1909

W. D. Ritchie.

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 10 NOV 1908

See minute on Surv. app. No 56674

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