

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

(Received at London Office WREDFEB 27 1901)

Date of writing Report 19 When handed in at Local Office 26/2/01 Port of GRIMSBY
No. in Survey held at Grimsby Date, First Survey Last Survey 22nd Feby 1901
420 on the Machinery of the Wood, Iron or Steel SSK "Linnet" Master
Gross 200 Net Vessel built at Hull By whom Charles Co. Ltd When 1900 -
Registered Horse Power Engines made at Hull When Boilers, when made (Main) (Donkey)
No. of Main Boilers 1 Owners Pioneer Steam Fishing Co. Ltd Port Grimsby Voyage Fishing
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Pontoon No.
Steam Pressure in Main Boilers
in Donkey Boilers

Last Survey No. Port
Particulars of Examination and Repairs (if any) Damage

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.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " " "

If this was not done, state for what reasons? Not due for survey

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? No

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? ✓

Was the propeller shaft been drawn and examined at this time? No

If spare propeller shaft fitted, state whether new? ✓

What the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

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

Damage caused by the propeller striking against boulders in Scarborough Bay on 26th 1901.

The propeller blades found broken. A new propeller fitted. The outer end of the propeller shaft, the stern bush and fastenings of sea connections examined and found in good order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as

(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, R.S. 9,99, B.&M.S. 9,99 or L.M.C. 9,99, 140 lb., F.D., &c.)

far as seen, is in good condition and eligible, in my opinion, to remain as classed without fresh record of survey.

Fee or Registration Fee (per Sec. 27) £
Survey Fee (per Section 28) £
Special Damage Fee (per Section 28) £
Voyelling Expenses (if chargeable) £
Fees applied for
19
Received by me,
19

State if Certificate is required

Committee's Minute

Signed

FRI. 1 MAR 1901

as now

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



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HUL421-0176

Insert Character of Ship and Machinery precisely as in the Register Book.

* Certificate to be sent to

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Propeller removed on coast
of smoking rocks.

It is submitted that this
report be attached to the
first entry report
when same is received

ED
24.2.07

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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