

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

(Received at London Office THUR. 30 MAR 1911)

Date of writing Report 29.3.10.11 When handed in at Local Office 29.3.10.11 Port of Hull

No. in Reg. Book 423 Survey held at Hull Date, First Survey Feb 27<sup>th</sup> Last Survey Mar 25<sup>th</sup> 1911 (No. of Visits 8)

on the Machinery of the Wood, Iron or Steel S/Srawler "FULMAR" Master \_\_\_\_\_

Gross Tonnage 231 Vessel built at Hull By whom Cook, Wilson & Gummell When 1899 3

Net Tonnage 93 Engines made at \_\_\_\_\_ By whom C. R. Holmes & Co. When 1899

Registered Horse Power 58 Boilers, when made (Main) 1910 (Donkey) \_\_\_\_\_

No. of Main Boilers 15.3 Owners Pickering & Haldanes Ltd. Gravelly Port Voyage Fishing

No. of Donkey Boilers \_\_\_\_\_ No. of Main Boilers 200 No. of Donkey Boilers \_\_\_\_\_

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements):

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys	Years Assigned for special survey	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100A. Slim Srawler</u>		<u>L.M.C. 6.04</u>
<u>6.10</u>		<u>B.S. 6.10</u>
<u>S.S. Hull No. 2.04</u>		<u>Mag. 5.09</u>

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) is L.M.C.

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.

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? \_\_\_\_\_

Do. " Donkey " " " } new Boilers fitted.

Was this 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? Yes To what pressure were they afterwards adjusted under steam? 200 LBS.

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? \_\_\_\_\_, and of the Donkey Boiler? \_\_\_\_\_

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

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

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? \_\_\_\_\_ or two liners? \_\_\_\_\_ or is it without liners? \_\_\_\_\_

Has the shaft now been changed? \_\_\_\_\_ If so, state reasons: \_\_\_\_\_

Has the shaft now been fitted new? \_\_\_\_\_ 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? not ascertained

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

slipping the sea connections & discharge valves requires to be examined

essel placed upon the slipway. Examined the propeller, fastenings of the stern bush,

the sea connections, also the bilge injection valve & found good.

Examined the cylinders, pistons, valves, crank & thrust shafting, pumps, condenser,

valves, suction, roses, etc. & found or made good.

new main steam pipe fitted.

The old boiler has now been removed, & a new boiler made by Messrs. Riley Bros. of Stockton

has been secured on board, in accordance with the Rules. All the boiler mountings have

also been renewed. Boiler marked - 4554

repairs:- L.P. spindle skimmid 400 LBS. 30.12.10 W.M. up & rebushed. M.P. piston rod, M.P.

also spindle renewed M.P. valve faced up. New fuel pump suction valve fitted.

new spindle fitted to valve on distributing box.

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

is now in good working condition, eligible in my opinion to remain as classified

to have records of survey :- L.M.C. 3.11 when the survey is completed & :- N.B. 3.11 in

the Register Book.

Fee (per Section 22) £ 2.10.0

Damage or Repair Fee (if any) £ 5.0

Printing Expenses (if chargeable) £ 2.5.0

Fees applied for 29.3.10.11

Received by me 13.5.10

Committee's Minute \_\_\_\_\_

Signed \_\_\_\_\_

As how \_\_\_\_\_

+ N.B. 3.11

FRIDAY 31 MARCH 1911

FRIDAY 29 SEP 1911

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

Lloyd's Register Foundation

HUL 425-0149

S.S. No 3 due 3.11 now  
partly held to be complete  
at what dry docking.

It is submitted that  
this vessel is eligible for  
THE RECORD. + NB 3. 11.

2 p.f. GS 30. HS 1042.

It is submitted that this  
vessel WILL BE eligible for  
the record. + LMC 3. 11.

When the sea  
connections &  
discharge stam  
have been  
examined

AWD  
11/5/42

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.

REPORT ON BOILERS

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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