

Report of Survey for Repairs, &c., of Engines and Boilers. No. 23583

Date of writing Report 19. 4. 1911. When handed in at Local Office 19. 4. 1911. Port of Hull
 No. in Survey held at Hull. Date, First Survey Feb 3. Last Survey Apr 11 1911.
 on the Machinery of the Wood, Iron or Steel S/Srawler "JERSEY" Master
 Vessel built at Beverley By whom Cochran & Cooper When 1895 2
 Engines made at Hull By whom C. R. Holmes & Co. When 1895
 Boilers, when made (Main) 1911 (Donkey) ✓
 Owners Hull Steam Fishing & Ice Co. Ltd. Port Hull Voyage Fishing
 Surveyed Afloat & in Dry Dock St. Andrews. (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 CHARACT. for Special Survey, Date of last Survey and of Periodical Surveys.
 Year Assigned to class.
 Machinery and Boiler Surveys (including date of N.B., if any).
 S/Srawler 12-95

Special Report No. Port
 Particulars of Examination and Repairs (if any) Re-classified L.M.C.
 Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 the names and initials of any letters respecting this case. E. 14. 1. 11
 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?
 " " Donkey " " " } New Boiler fitted.
 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? 180 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? Yes. Is it fitted with continuous liner? Yes. or two liners? or is it without liners?
 Has the screw shaft now been changed? No. If so, state reasons
 Has the screw 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? Close (Bottom half of bush rewooded)
 If the survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Examined the propeller, fastenings of the stern bush, the sea connections, large valves, & belt injection valve & found or made good.
 Two boiler blow down cocks fitted on ships side
 Shaft drawn in & examined. Found in order & replaid - Bottom half of bush rewooded - examined the cylinders, pistons, valves, crank & thrust shafting, pumps, condenser, valves, suction, etc. & found or made good.
 Steam pipe lengthened & set, & fitted with two new flanges; afterwards tested - old boiler has now been removed, & a new boiler made by Messrs. Riley Bros of Stockton-on-Tees, secured on board, in accordance with the Rules. All the boiler mountings have been examined. Boiler marked.
 Repairs: - Both condensers doors removed. Two crank shaft fitted 5 3/8" dia. All bearing brasses reinstalled. 4 new coupling bolts fitted. H.P. & M.P. eccentric screws (over)

General Observations, Opinion, and Recommendation: - The machinery of this vessel is now in a satisfactory condition, eligible in my opinion to be reclassified L.M.C. & to have records amended accordingly. L.M.C. H. 11, Laid shaft last seen H. 11, & N.B. H. 11 in the Register Book.

per Section 25) £ 2 0 0 Fees applied for 19. 4. 1911.
 Damage or Repair Fee (if any) (per Section 25.) £ 1 0 0 H.R.
 Expenses (if chargeable) £ 3 0 0 Received by me. 29. 4. 1911
 £ 2 14 0
 Committee's Minute
 APR. 25 APR 1911
 Home H. 11
 + NR H. 11
 WRITER 3/5/11
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
 Lloyd's Register Foundation
 HUL 426-0164

& straps renewed. H.P. - M.P. - L.P. valve spindles skimmed up & rebrushed.
L.P. cylinder bored out to 25 5/8" dia. Two piston head fitted with rings & joints ring
complete, also new rod fitted to same. M.P. piston rings renewed. Two top
and pins fitted to M.P. & H.P. connecting rods. All bottom end brasses
remetalled. Two & half pump plungers skimmed up & rebrushed. Air
pump rod skimmed up & rebrushed & bucket reworked. Two H.P. piston valves
fitted complete. A new funnel has been fitted on board.

W.D. Addis

N.B.—If this Report is copied by Copying Press, special 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.

For re-instatement
of class. Machinery examined
repairs effected & new crankshaft
New Boiler fitted.

It is submitted that
this vessel is eligible for
THE RECORD + L.M.C.F. II.

+ NB 4. II.

54.11 GS.23. HS.580.

Notes R.P. cyl. dia.

25 5/8"

J.W.D.
20/4/11



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