

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

17 FEB 1948)

Date of writing Report 16-2-1948 When handed in at Local Office 16-2-1948 Port of West Hartlepool

No. in Reg. Book 05387 Survey held at West Hartlepool Date First Survey 21-1-46 Last Survey 22-1-46 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel Se. K. BROCK

Tonnage { Gross 304 Vessel built at Middlesbro' By whom Smith's Dk Co Ltd Year. Month. 1914 8
 Net 122 Engines made at -do- By whom -do- When 1914
 Nominal Horse Power 69 R. Boilers, when made (Main) 1914 (Donkey)
 No. of Main Boilers 1 Owners Shire Trawlers Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers - Managers W. A. Bennett. Part Voyage
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Any Dk. Ironies Dk
 in Donkey Boilers - (State name of Dock.)

Last Report No. Port
 Particulars of Examination and Repairs (if any) +L.M.C. & TS.

(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.)

In 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. —

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? yes

“ “ Donkey “ “ “

If this was not done, state for what reasons —

And what parts of the Boilers could not be thus thoroughly examined? —

Also 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? —

State latest date of internal examination of each boiler 22 Jan 1946 Present condition of funnel(s) —

Did the Surveyor examine the Safety Valves of the Main Boiler? yes 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 Boilers? —

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

Did the Surveyor examine all the mountings of the Main Boilers? yes and of the Donkey Boilers? —

Has the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

Has shaft now been changed? no If so, state reasons (See below)

Has the shaft now fitted been previously used? — Has it a continuous liner? — Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

State date of examination of Screw Shaft 21 Jan 46 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? —

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? —

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

To complete the examination for L.M.C. — LP piston cylinder, HP, MP & LP valves and condensers remain to be examined. Intensive repairs to be carried out to boiler and safety valves adjusted on completion. Screw shaft to be renewed. Electrical installation to be examined throughout. Now done — Propeller, outside fastenings of sea connections and tail end shaft examined (Screw shaft found badly grooved at top of cone — shaft to be renewed.) HP & MP cylinders and pistons, all shafting including crank and thrust shafts, all pumps, dynamo, steering and windlass engines all opened out and examined. The pumping arrangements examined. The Boiler examined together with its safety valves, mountings, doors and fastenings. It was recommended that all tubes and several stays be renewed and that the backs (See over)

General Observations, Opinion, and Recommendation:—

(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, 11, B.&M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

This report is forwarded for the information of the Committee

Survey Fee (per Section 29) £ : : Fees applied for 19
 Special Damage or Repair Fee (if any) (per Section 29) £ : : Received by me, 19
 Travelling expenses (if chargeable) £ : :

Committee's Minute

Assigned

FRI 12 MAR 1948

Deferred

John Findlay per pro. A.O. Oxford.
 Engineer Surveyor to Lloyd's Register of Shipping.



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W1009-0009

backs of all three combustion chambers be cropped and part renewed

No repairs were carried out. The stern tube was blanked off and the vessel undocked.

P.

RETAI

22 Jan 1940

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(see below)

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21 Jan 40

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