

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

(Received at London Office 19 MAR 1949)

Date of writing Report 19... When handed in at Local Office 17 MAR 1949... Port of Hull

Survey held at Hull Date First Survey and Last Survey 6.3.1949

on the Machinery of the Wood, Iron or Steel Steam Trawler "SPANIARD"

Name Gross 542 Vessel built at Beverley By whom Cook, Welton & Gemmell, Ltd. Year 1942 Month 6
Net 220 Engines made at Hull By whom C.D. Holmes & Co. Ltd. When -d0-
Nominal Power 199MN Boilers, when made (Main) 1942 (Donkey) -
of Main Boilers 1SB(Spt) Owners Northern Fishing Co. (Hull) Ltd. Owners' Address -
of Donkey Boilers - Managers Slipway Port Hull Voyage Fishing
Main Pressure 220lb If Surveyed Afloat or in Dry Dock St. Andrew's Dock.
Main Boilers 220lb (State name of Dock.)

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 how expired	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 Steam		+LMC 1,47
Trawler 1,48		BS 10,48
ssHpl.-1,47		TSCL 6,46
Fitted for oil fuel		1,47
F.P. above 150°		F.

Report No. Port

Particulars of Examination and Repairs (if any) Docking and TSCL.

Special Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the cause of Repairs, if any, 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 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.

Has 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? No

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

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?

What is the latest date of internal examination of each boiler?

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 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? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has the shaft now been changed? No If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 6.3.49 State the wear down in the

Is the stern bush rewooded Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done. Complete.

NOW DONE:- Vessel placed on slipway. Propeller, sea connections and outside fastenings examined. Screwshaft drawn and examined and found satisfactory. Stern bush rewooded.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good

(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

condition and eligible in my opinion to remain as classed with fresh record of TSCL 3,49.

Fee (per Section 29) TSCL £ 1.0.0 Fees applied for 17 MAR 1949
Sunday attendance £ 2.12.6
Damage or Repair Fee (if any) £ : :
Other expenses (if chargeable) £ : :

Received by me, 19

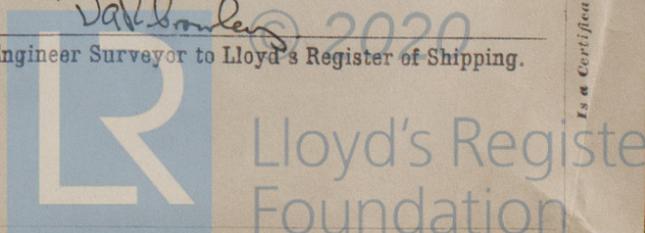
Signature of Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

WED 20 APR 1949

Signature of Surveyor

Signature of Surveyor



Screw shaft examined.

It is submitted that this
vessel is eligible to remain
as CLASSED. S. 3.68.

L.P.
13/4/48.

RETAIN

RETAIN



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DEPARTMENT OF TRADE AND INDUSTRY
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