

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

(Received at London Office - 5 FEB 1947)

Date of writing Report 3-2-1947

When handed in at Local Office

3-2-1947

Port of WEST HARTLEPOOL

No. in
Reg. Book.

Survey held at WEST HARTLEPOOL

Date. First Survey 20-5-46 Last Survey 25-1-1947

on the Machinery of the Wood, Iron or Steel SCREW TRAWLER "SPANIARD" EX HMT "INKPEN" (No. of Visits 17)

Tonnage { Gross
NetVessel built at BerkeleyBy whom Booth, Weller & Lennell, Ltd.

Year. Month.

Nominal
Horse Power 156Engines made at SteeleBy whom Chas. D. Holmes, Ltd.

When 1942 6

No. of Main Boilers 1

Boilers, when made (Main) 1942

(Donkey)

When 1942

No. of Donkey Boilers -

Owners Steeley Bros.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Steam Pressure

in Main Boilers 220

Managers

Port Steele

Voyage

Steele

in Donkey Boilers -

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

GraysParticulars 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 for special survey.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 6.42		100 A1 6.42
Steam Trawler		T.S. C.L.
For Government Service.		

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C.T.S. 4 OF

(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

29-1-47

Present condition of funnel(s)

Good

Did the Surveyor examine the Safety Valves of the Main Boiler?

Yes

To what pressure were they afterwards adjusted under steam?

220 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?

Yes

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

None

, 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?

YesHas 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft

14-6-46

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

3 1/2"

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

So complete the survey:-
Extended spindles to be fitted to oil fuel section valves in stateroom.
It is stated that this vessel is proceeding to Steele where superheaters are to be fitted.

Now done:- Vessel placed in Dry Dock. Screw shaft drawn in. Propeller, stern tube, screw shaft and sea connections and their fastenings examined.

Cylinders, pistons, slides, crank, thrust and intermediate shafts, main engine and independent pumps and pumping arrangements examined.

Condenser tubes removed & cleaned, condenser examined & tested.

General Observations, Opinion, and Recommendation:- See machinery of this vessel

(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, 11, B.&M.S. 9, 11, L.M.C. 9, 11, or C.S. 24,

is in good condition and eligible in my opinion to have fresh record of 100 A1 6.42 and notation of "Fitted for oil fuel 1.47 F.P. above 150°F" when extended spindles have been fitted to oil fuel section valves. Note:- Screw shaft seen 6.46.41.

Survey Fee (per Section 29)

L.M.C.

£ 9 : 0 : 0

Fees applied for

Special Damage or Repair Fee (if any)

£ 5 : 5 : 0

19

Travelling expenses (if chargeable)

£

Received by me,

19

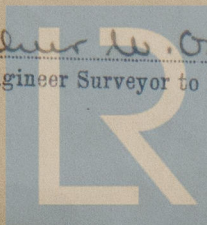
Committee's Minute

Assigned

FEB 28 MAR 1947

See Anal 54001

Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation

W1022-0233 1/2

S.T. SPANIARD.

The main steam pipes removed, annealed and tested to 660 lbs $\frac{1}{2}$ "

The boiler, its doors, mountings and fastenings examined throughout, examined under steam and its safety valves adjusted as over.

Repairs:- All dog stays and 123 combustion chamber stays and all plain tubes renewed.

Smiths Type oil fuel burning installation fitted in accordance with the approved plans and the requirements of the Rules. Certificate enclosed.

An oily water separator has been fitted.

Arthur W. Oxford.

RETAIL

RETAIL



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