

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

(Received at London Office 22 JUN 1948)

to of writing Report 19-6-1948 When handed in at Local Office 21-6-1948 Port of Grimsby

in Survey held at GRIMSBY Date, First Survey 4-6-48 Last Survey 17-6-1948

819 on the Machinery of the ~~Wood Iron~~ Steel K "MILDENHALL" (TRAWLER) (No. of Visits 4)

Age Gross 434 Vessel built at SELBY By whom COCHRANE & SONS, LD. Year. Month. When 1935

Net 237 Engines made at HULL By whom AMOS & SMITH, LD. When 1935

Principal Power 110 MN Boilers, when made (Main) 1935 (Donkey) —

Main Boilers 158 Owners H. CROFT BAKER & SONS, LD. Owners' Address (if not already recorded in Appendix to Register Book.)

Donkey Boilers — Managers S. C. BAKER Port GRIMSBY Voyage FISHING

Main Boilers 21076 If Surveyed Afloat or in Dry Dock SHIPWAY & AFLOAT (FISH DOCK) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers —

st Report No. Port

Particulars of Examination and Repairs (if any) CONDITION - BS

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where 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

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? Yes

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1		L.M.C. 5, 46
Stn. Pumps		BS 7, 47
1, 48.		TS (CL) 1, 48.
SS Bel. - 5, 46		

was 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?

Latest date of internal examination of each boiler 7-6-48 Present condition of funnel Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 210 lbs/sq. in.

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 Boiler? Yes, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boiler? None fitted, and of the Donkey Boilers?

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

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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?

Date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

Should 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?

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done Complete.

as done. Vessel placed on slipway, propeller and outside fastenings to sea connection examined and placed in good order.

Boiler examined internally and externally together with safety valves, manholes, mountings, and superheaters and all found in good order. Safety valves adjusted under steam as stated above.

sea and sea repairs Bronze propeller blade fractured at mid-length, extending 12 inches from leading edge. Bronze propeller removed and spare CI propeller fitted.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good condition and efficient condition and eligible, in my opinion, to remain as classed in the Register Book with fresh record of BS 6, 48.

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.)

Fee (per Section 29) BS £ 3 : 0 : 0 Fees applied for 21-6-1948

Damage or Repair Fee (if any) (per Section 29.) £ :

Printing expenses (if chargeable) £ :

Received by me, 19

W.P. Watson
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed BS 648

WED. 7 JUL 1948



Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to