

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

24 FEB 1950

(Received at London Office)

Date of writing Report... 23-2-50. When handed in at Local Office... 23-2-50. Port of MILFORD HAVEN.
 Survey held at MILFORD DOCK. Date. First Survey 29-12-49. Last Survey 17-2-50.
 on the Machinery of the Motor Trawler "MILFORD VISCOUNT"
 Vessel built at SELBY. By whom COCHRANE & SONS LTD. When 1947.
 Engines made at LINCOLN. By whom RUSTON & HORNSBY LTD. When 1947.
 Boilers, when made (Main) 1947. (Donkey) -
 Owners MILFORD STEAM TRAWLING CO. LTD. Owners' Address -
 Managers J. C. WARD. (If not already recorded in Appendix to Register Book.)
 Port MILFORD. Voyage FISHING.
 If Surveyed Afloat or in Dry Dock BOTH. MILFORD DRY DOCK.
 (State name of Dock.)
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 CHARACTER: Motor Trawler. ILMO 7, 47.
 Date of last Survey and of Periodical Surveys. 8, 49. TSCL
 Oil eng. Cruiser stern.
 Donkey Boilers 75 lbs.

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) O.S., DOCKING & DAMAGE & RPS.

Local Surveys, when held, must be reported in detail and serially in the tables 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.

In 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. Offered - not accepted.

A damage report made by anyone else? If so, by whom? Salvage Assoc. Surveyor.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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. Present condition of funnel(s)

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? -

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 30-12-49. State the wear down in the

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? No.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. OS case, see Form 7E.

NOW DONE O.S.

Nos. 5, 6, 7 and 8 cylinders, covers, pistons, rods, gudgeon bearings and bottom ends found or placed in good order.

Nos. 5, 6, 7 and 8 main bearings found or placed in good order.

Main engine pressure charger examined.

At the request of Owners attended on board in company with Salvage Assoc. Surveyor to ascertain nature and extent of damage stated to have been sustained in consequence of fishing gear fouling propeller during heavy weather on the 18th December, 1949. For further particulars please see attached copy of Skipper's statement.

NOW DONE:- Vessel placed in dry dock, propeller, outer end of stern tube and outside fastenings of sea connections examined and found or placed in good order.

DAMAGE FOUND. O.I. Propeller.

Two opposite blades broken off at boss.

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, ES 5, 11, SAMS 5, 11, PLMC 5, 11 or PLMC 140 lb., VD, &c.)

condition and eligible in my opinion to have record of ILMO OS (with date) on completion of survey, and TS seen 12, 49.

Survey Fee (per Section 28) O.S. £ 9 : : : Fees applied for 23-2-50.
T.S. £ 1 : : :
 Additional Damage & Repair Fee (if any) (per Section 29.) £ 9 : 9 : :
 Other expenses (if chargeable) £ : : : Received by me, _____

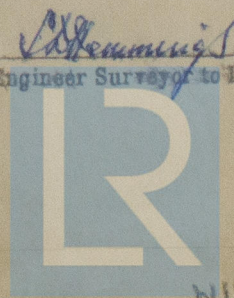
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

WED 15 MAR 1950

Signed

As noted
 9. 12. 49.



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One blade broken off at tip.

NOW DONE REPAIRS ON ACCOUNT OF DAMAGE.

Tail shaft drawn, examined and found in good order.

Owners' spare O.I. propeller fitted.

DAMAGE NO. 2., stated to have been caused through the water jacket intake side of pressure charger fracturing, allowing water to flow through air intake of the engines, whilst vessel was proceeding to sea from Milford Decks on the 3rd January, 1950. For further particulars please see attached copy of Supt. Engineer's statement.

DAMAGE FOUND.

Nos. 7 and 8 pistons damaged.

Two connecting rods bent.

Two liners fractured.

Four bottom end belts bent.

One bottom end metal damaged.

NOW DONE REPAIRS ON ACCOUNT OF DAMAGE.

Two pistons, two connecting rods, two liners and four bottom end belts renewed.

One bottom end remetalled.

Pressure charger, complete unit renewed.



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