

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

8 - AUG 52

(Received at London Office 14 AUG 1952)

Date of writing Report.....19..... When handed in at Local Office.....19..... Port of HULL.

No. in Reg. Book. 71079 Survey held at Hull. Date. First Survey 19 7. 52. Last Survey 28 7. 19 52.
(No. of Visits 6)

71079 on the Machinery of the ~~Wood~~ Iron or Steel S.Sc. Stm.Tlr. "NORMAN"

Tonnage { Gross 629 Vessel built at Beverley. By whom Cook, Welton & Gemmell, Ltd. When 1943 Month 5
Net 242 Engines made at Hull. By whom C.D. Holmes & Co. Ltd. When - do -
Nominal { 210MN Boilers, when made (Main) 1943 (Donkey) -
Horse Power { 1SB (Spt) Owners Northern Fishing Co. (Hull) Ltd. Owners' Address -
No. of Main Boilers 1 Managers Mark Hellyer & Graham Hellyer. (If not already recorded in Appendix to Register Book.)
No. of Donkey Boilers - Port Hull. Voyage -
Steam Pressure 225 lb. in Main Boilers. If Surveyed Afloat or in Dry Dock Both St. Andrew's Dock.
in Donkey Boilers - (State name of Dock.)

Last Report No. - Port -Particulars of Examination and Repairs (if any) Dkg, B.S. and T.S.C.L.

(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 not, 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? -

State latest date of internal examination of each boiler 24.7.52.

Present condition of funnel(s) Efficient.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes

To what pressure were they afterwards adjusted under steam? 225 lb/sq. inch.
Spt. 230 lb/sq. inch.

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? 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

Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? No

Has 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 23.7.52.

State the wear down in the stern bush 1/32"

Is electric light and/or power fitted? -

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. -

NOW DONE FOR DOCKING:- Propeller and outside fastenings examined and found in order.

T.S:- Screwshaft drawn inboard and examined together with sternbush and found in satisfactory condition.

B.S:- Boiler examined internally and externally together with mountings, superheaters and attachments and found or now placed in efficient condition.
Safety valves adjusted under steam as stated above.

REPAIRS WEAR & TEAR:- Sternbush rewooded.

Boiler scum valve renewed and tested to 500 lb/sq. inch.

Minor repairs carried out to mountings.

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

The Machinery of this vessel is eligible in my opinion to remain as now classed with fresh record of TSCL 7,52 and B.S. 7,52.

Survey Fee (per Section 28) T.S. 2 0 0 B.S. 5 0 0 Fees applied for 2 AUG 52
Special Damage or Repair Fee (if any) £ : :
(per Section 28.)
Travelling expenses (if chargeable) £ : :

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 23 SEP 1952

Assigned BS 7,52

S 7,52



Lloyd's Register Foundation

W1090-0172

B.S. due 2/53 not held

Screwshaft examined

It is submitted that this
vessel is eligible for THE
RECORD. B.S. 7-52

(see) 7-52

Sun 8/9/52



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