

Date of writing Report 19 When handed in at Local Office 19 Port of Hull
No. in Reg. Book. Survey held at Hull Date First Survey 23.7.41 Last Survey 29.7.41 (No. of Visits 2)
18354 on the Machinery of the Wood, Iron or Steel M/V "Pegrix"
Tonnage Gross 296 Vessel built at Groningen By whom J. Koster Hgn. Schipsw. "Gideon" When 1938 5
Net 120 Engines made at By whom A. G. Kohn - Duitj When 1938 -
Nominal Horse Power 11 Boilers, when made (Main) (Donkey)
No. of Main Boilers. Owners Nummer 5 kam Coadets, Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers. Managers R. Rix & Sons Port Hull Voyage
Steam Pressure in Main Boilers. If Surveyed Afloat or in Dry Dock (State name of Dock.)
in Donkey Boilers. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port
Particulars of Examination and Repairs (if any) L.M.C.C.S., 1st Class
(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?
" " 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. Present condition of funnel Efficient
Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?
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? , 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? 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 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. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close
Engine parts, when referred to by numbers, should be counted from foreward. 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 See Item 4 E
Now done: - Valve placed in dry dock. Propeller, shaft, bush, & outside fastenings, examined, found in good condition.
Main Engine: - No 5 (Horn forward) cylinder head, valves, piston, cross, connecting, 18p rotation end brasses & pins, examined, found in good condition.
Auxiliary Compressor opened up examined found in good condition. Revals 231290 single acting 17/32 (C.S.A. Type) Bell driven 10 H.P. Diesel engine. Pressure 150 lbs/sq. in. Speed 1000 R.P.M.
Volume E.A.D. 14 1/2 cu. ft. per min. Job No 32941 Machine No YH250 stated to have been surveyed at works by Lloyd's Representatives, and found on board at recent date.

General Observations, Opinion, and Recommendation: - The machinery of this vessel so far as now (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 240 lb., F.D., &c.)
seen is in an efficient condition, and eligible in my opinion to remain as classed with fresh record L.M.C., C.S. (with date) on completion of Survey.

Survey Fee (per Section 29) £ : Fees applied for 19
Special Damage or Repair Fee (if any) (per Section 29) £ : Received by me, 19
Travelling expenses (if chargeable) £ :
Committee's Minute FRI. 22 AUG 1941
Assigned As now
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W112-0005

Admired.

It is submitted that
this vessel is eligible to
receive an OLIVER.

Submitted the Surveyor he asked whether
the ^{new} Compensator now reported is an
additional one or whether it replaces
the original Air. Compensator! also
whether the Engine now recently
fitted new with the Compensator
or whether it is the original
Air Engine which also drives a
Squaw.

New
Compensator
only for \$1250/41

GA
20/5/41



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