

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

2 AUG 1939

(Received at London Office)

AUG -4 1939

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

No. in Reg. Book. 12371 Survey held at Hull Date, First Survey 27. 7. 39 Last Survey 1. 8. 1939
(No. of Volls 2)

on the Machinery of the Wood, Iron or Steel K. PELTON

Tonnage { Gross 358 Vessel built at Beverley By whom W. L. & J. L. Ld When 1925 10
Net 141 Engines made at Hull By whom B. D. Holmes & Co. Ld When 1925 10

Nominal Horse Power 96 H.P. Boilers, when made (Main) 1925 (Donkey) ✓

No. of Main Boilers One Owners F. & T. Ross Ld. Owners' Address _____
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers nil Managers _____ Port Hull Voyage Fishing

Steam Pressure in Main Boilers 200 lb If Surveyed Afloat or in Dry Dock St Andrew Dock
(State name of Dock.)

in Donkey Boilers ✓

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) B. S.

(Periodical Surveys, when held, must be reported in detail and verbatim 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 27-7-39

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? 200 lb/p

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? ✓ , and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes , and of the Donkey Boilers? ✓

Has 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? ✓ If so, state reasons ✓ 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? ✓

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 ✓

Engine parts, when referred to by numbers, should be counted from forward.

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 complete

Now done

Boiler examined in its entirety, together with safety valves and mountings, all found in good order.

35 screwstays (wasted) and 3 longitudinal steam space stays (wasted) renewed.

Which stop valve renewed.

Forward collision chock renewed.

Boiler examined under steam and the safety valves adjusted to the above stated pressure.

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, B.S. 9, 11, R.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel so far as now seen, is in an efficient condition, and eligible in my opinion, to remain as now classed, and to have record of B.S. 8. 39.

Survey Fee (per Section 29) B.S. £ 2 : 0 : 0 15 AUG 1939
Special Damage or Repair Fee (if any) (per Section 29.) £ ✓
Travelling expenses (if chargeable) £ ✓

Received by me, 13/10/1939

John Douglas
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned B.S. 8. 39

TUE 22 AUG 1939

16/10