

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

DEC - 5 1939

(Received at London Office)

Date of writing Report 1. 12. 39 When handed in at Local Office 1. 12. 39 Port of Grimshy
 in Survey held at Grimshy Date, First Survey 21. 11. 39 Last Survey 30. 11. 1939
 on the Machinery of the Wood, Iron or Steel "Resmilo" (No. of Visits 5)

Gross 258 Net 113 Vessel built at Beverly By whom Cook, Well & Gemmell Ltd. When 1917. 3
 Engines made at Hull By whom C.D. Holmes & Co. Ltd. When "
 Boilers, when made (Main) 1914 (Donkey)
 Owners G. F. Sleight Owners' Address "
 Managers " Port Grimshy Voyage "
 If Surveyed Afloat or in Dry Dock Both Slip (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

CHARACTER, for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned for special survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>F100A1</u>		<u>L.M.C. 8.34</u>
<u>Stm. Trawl</u>		<u>B.S. 12.38</u>
<u>11.38</u>		<u>CLN 4.36</u>
<u>P.P. No 3. 9.29</u>		
<u>P.P. No 2. 34</u>		

Particulars of Examination and Repairs (if any) B.S. & T.S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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 sides 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.

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

Is 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

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

When this 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?

What is the latest date of internal examination of each boiler? 23/11

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 195 LBS.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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? Yes, 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 Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed? No If so, state reasons

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the latest date of examination of Screw Shaft? 22/11 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 8"

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

Now done! -
Examined propeller, screw shaft, stern bush & outside fastenings of sea connections. Examined the boiler throughout & safety valves adjusted as stated.
Repairs: - Centre furnace rounded by jacking. One hard C.C. gudgeon refitted. Both lower manhole doors refitted. 17 plates & 3 stay tubes renewed. Minor repairs effected.

General Observations, Opinion, and Recommendation:—

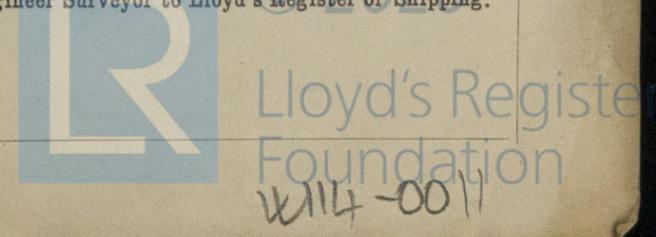
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is eligible, in my opinion, to remain as classed & to have record of B.S. 11.39
Note screw shaft examined Cl. 11.39

Survey Fee (per Section 29)..... £ 2.00 Fees applied for 1. 12. 1939
 Special Damage or Repair Fee (if any)..... £ :
 (per Section 29.)
 Travelling expenses (if chargeable)..... £ :
 Received by me, 19

Clive Bell
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned FRI. 15 DEC 1939
P.S. 11.39



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

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

W114-0011