

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

Date of writing Report 19. When handed in at Local Office 1 NOV 1940 (Received at London Office NOV 1940) Port of HULL

No. in Reg. Book. 66151 Survey held at Hull Date, First Survey 14.9.40. Last Survey 16.10.1940 (No. of Visits 4)

Tonnage { Gross 222 Vessel built at Selby By whom Lochman & Sons, Ltd. When 1916 10
Net 97 Engines made at Hull By whom B.D. Holmes & Co. Ltd. When 1916 10

Nominal Horse Power 66K.H.P. Boilers, when made (Main) 1916 (Donkey) -

No. of Main Boilers One Owners Queen Steam Fishing Co. Ltd. Owners' Address -
No. of Donkey Boilers nil Managers - (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 180lb Port Voyage -
in Donkey Boilers - If Surveyed Afloat or in Dry Dock 3rd Andrew Pk. Afloat- Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 21231 Port Gms

Particulars of Examination and Repairs (if any) Boiler Repairs

(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 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 1st Oct, 15th Oct, 1940

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? not adjusted

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 screw shaft now been drawn and examined?

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

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.

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

Complete

Now done

Both plain furnaces removed, two new non-withdrawable plain furnaces fitted. To enable furnaces to be fitted the upper portion of the throats were cut, and afterwards electrically welded.

Boiler examined internally before and after fitting furnaces, and on completion of repairs boiler was tested satisfactorily. The workmanship appears satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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. 11, D.M.S. 11, L.M.C. 11, or L.M.C. 140 lb., F.D., &c.)

so far as now seen, is in an efficient condition, and eligible in my opinion to remain as classed, without fresh record of survey, and without further restriction.

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

Committee's Minute TUE 12 NOV 1940

Assigned As now

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



Lloyd's Register Foundation

W1170-0249

It is submitted that
this vessel is eligible to
remain as CHASSED.

8/11/40

Lloyd's Register
Foundation