

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

(Received at London Office -2 JUL 1932)

Date of writing Report 30-6-32 When handed in at Local Office 10 Port of Milford
 No. in Reg. Book Survey held at Milford Date, First Survey 21-6-32 Last Survey 23-6-1932
 on the Machinery of the Wood, Iron or Steel SK "Jenuil" (No. of Visits 3)

Tonnage { Gross 218 Net 84 Vessel built at North Shields By whom Smith's Dock Co. Ltd When 1904
 Engines made at North Shields By whom Shields Eng. Co. Ltd When 1904
 Nominal Horse Power 65 Boilers, when made (Main) 1913 (Donkey)
 No. of Main Boilers 1 Owners Jenkinson & Jones Owners' Address Recorded
 No. of Donkey Boilers 1 Managers J. Jenkinson (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lbs Port London Voyage Fishing
 in Donkey Boilers ✓ If Surveyed Afloat or in SLIPWAY Both Milford
 (State name of Dock.)

Last Report No. 4620 Port Milford
 Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and seriatim 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 or 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? No

Do. " Donkey " ✓

If this was not done, state for what reasons? Vessel withdrawn from class during survey.

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? No 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? No and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Part of them and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? No 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? No

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 the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Not completed.

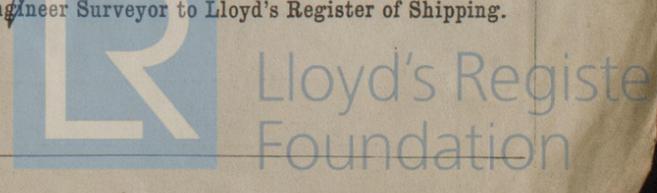
Main and other Discharges on the ships side with their fastenings and connections opened, cleaned and examined. Thrust Shaft, collars, shoes, carriage and fastenings examined, and the outer end of the tail shaft, and all found in good condition. Nothing further was examined as the vessel was withdrawn from class.

General Observations, Opinion, and Recommendation:— The Machinery of
(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, B.&F.S. 9,11, or L.M.C. 9,11, 440 lb., F.D., &c.)
This vessel so far as seen is eligible to remain as now classed, and subject to the survey being completed.

Survey Fee (per Section 29) £ 1 : 0 : 0 Fees applied for 30-6-1932
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :
 Travelling expenses (if chargeable) £ : : Received by me, 19

Committee's Minute TUE. 12 JUL 1932

John Stocks 2020
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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

W1212-0269

Book withdrawn from class
see separate endorsement

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

DA
8/7/52,

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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