

Rpt. 9.

No. 333 25

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

Date of writing Report 31- 3- 1922

When handed in at Local Office 31- 3- 1922

Port of Hull

No. in Reg. Book 36268

Survey held at Goole

Date, First Survey 24-1-22

Last Survey 29-3-1922

(No. of Visits 12)

Tonnage { Gross 95.26
Net 33.43

Vessel built at Goole

By whom Webster & Bickerton Ltd. When 1922

Registered Horse Power 33

Engines made at Galt, Ontario, Canada

By whom The Goldie & McCulloch Co. When 1922

No. of Main Boilers one

Boilers, when made (Main) (Donkey)

Owners J. McCann

Port Hull

Voyage Fishing

No. of Donkey Boilers ✓

Steam Pressure in Main Boilers 140

in Donkey Boilers ✓

If Surveyed Afloat or in Dry Dock Goole

(State name of Dock.)

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.

Years Assigned now expired.

Machinery and Boiler Surveys (including date of N.B., if any).

Last Report No. Port

Particulars of Examination and Repairs (if any) Classification Lmc contemplated

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

Do. " Donkey " " " " ✓

this was not done, state for what reasons? ✓

and what parts of the Boilers could not be thus thoroughly examined? ✓

so 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? ✓

and the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 140 lbs.

and the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

and the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes , and of the Donkey Boiler? ✓

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

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

as 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? no

as shaft now been changed? no If so, state reasons ✓

the shaft now fitted new? 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? no

state the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? close fit.

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

The boiler examined throughout & found in good working condition. The cylinders, pistons, slides, crank, thrust, & intermediate shafting, condenser, pumps, & suction, screw shaft, propeller, stern bush, sea connection & fastenings examined. The working parts of the machinery overhauled & adjusted as required, & machinery then properly fitted & secured on board the new steel drifter "Arabia". The boiler has been tested by hydraulic pressure to 210 lbs per sq. in., the main steam pipes to 280 lbs, & the feed pipes to 350 lbs, the machinery tried under steam, & the pumping arrangements tried & found satisfactory. See also 1st entry Report.

General Observations, Opinion, and Recommendation:— This vessel's machinery (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. 2, 11, B.&H.S. 2, 11, or L.M.C. 2, 11, 140 lbs., &c.) is eligible in my opinion to be classed with record of LMC 3.22. Note T.S. 3.22.

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) (per Section 28.) £ ✓

Surveying Expenses (if chargeable) £

Fees applied for 19

Received by me, 19

P. Fitzgerald.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

signed L.M.C. 3.22

C.L.

H.B. & B. 17 refused 22

FRI. 7 APR. 1922

MACHINERY CERT. WRITTEN

W1307-0172