

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

No. 50027.

(Received at London Office JUN 16 1939)

Date of writing Report 14-6-1939 When handed in at Local Office 14-6-1939 Port of HULL

No. in Reg. Book. 67515 Survey held at Hull Date, First Survey 7.6.39 Last Survey 15.6.1939  
(No. of Visits 4)

on the Machinery of the Wood, Iron or Steel K "LOCH ERIBOLL"

Tonnage { Gross 352  
Net 150 Vessel built at Beverly By whom Lock, Welton, & Gammell, Ltd. When 1929-8

Nominal Horse Power { 96 Engines made at Hull By whom C.D. Holmes & Co., Ltd. When 1929-8

No. of Main Boilers 1 Boilers, when made (Main) 1929 (Donkey)

No. of Donkey Boilers 1 Owners Lock Fishing Co., of Hull, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 200 lbs. Managers Harry Wright Ltd. Port Hull Voyage Fishing

in Donkey Boilers 1 If Surveyed Afloat in Dry Dock LNER Shipway, St. Andrews Docks.

Last Report No. Port

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

(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 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 9/6/39 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 lbs.

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 Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boiler? ✓

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 1/16"

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

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

How Done:

Vessel placed on Slipway. Propeller, sternbush, and outside fastenings examined. Wear down as above. Boiler examined in its entirety, together with Safety Valves & mountings, all found or placed in good order. 1 tube in Centre C.C. renewed. Boiler examined under steam & 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, E.&M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

so far as now seen, is in an efficient condition, & eligible, in my opinion, to remain as classed, with fresh record of BS 6, 39

Survey Fee (per Section 29) B.S. £ 2 : 0 : 0 Fees applied for 15 JUN 1939

Special Damage or Repair Fee (if any) (per Section 29.) £ : : : Received by me, 18 JUN 1939

Travelling expenses (if chargeable) £ : : : 18 JUN 1939

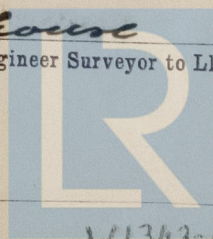
Committee's Minute

Assigned

FRI. 7 JUL 1939

BS 6, 39

Engineer Surveyor to Lloyd's Register of Shipping.



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W1343-0048



BS due 8.39 held.

It is submitted that  
this vessel is eligible for  
THE RECORD, BS 6.39.

2.10  
4/7/39.

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