

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

MON. DEC 3 1906

(Received at London Office)

Date of writing Report 30/11/1906 When handed in at Local Office 1/12/1906 Port of Hull
No. in Reg. Book 19 Survey held at Hull Date, First Survey 1/12/1906 Last Survey 30th Nov 1906
on the Machinery of the Wood, Iron or Steel S. Y. "Grebe" Master one
Tonnage Gross 142 Net 52 Vessel built at Goole By whom Goole S. B. & Co Ltd When 1906 YEAR. MONTH. 10
Engines made at Hull By whom Earle's Co Ltd When 1906
Boilers, when made (Main) 1906 (Donkey)
Owners Kelsall Bros & Beeching Ltd Hull Voyage Fishing
If Surveyed Afloat or in Dry Dock
(State name of Dock.)

Last Survey No. Port
Particulars of Examination and Repairs (if any) Condition

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 for this purpose, and why they were declined? also whether any damage report was made, and, if so, by whom?

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

Do. " 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? ☒

Did the Surveyor examine the Safety Valves of the Main Boiler? ☒ 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? ☒ , and of the Donkey Boiler? ☒

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? ☒ , and of the Donkey Boiler? ☒

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? ☒ or two liners? ☒ or is it without liners? ☒

Has shaft now been changed? ☒ If so, state reasons ☒

Is the shaft now fitted new? ☒ Has it a continuous liner? ☒ or two liners? ☒ or is it without liners? ☒

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/16"

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

Stern bush, propeller, and sea connection fastenings good.

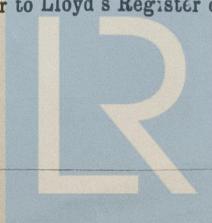
General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good condition and eligible in my opinion to remain as classed.

Survey Fee (per Section 28) £ : : Fees applied for 19
Special Damage or Repair Fee (if any) £ : : Received by me, 19
Travelling Expenses (if chargeable) £ : :
(per Section 28.)

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. DEC 4 1906

Assigned as above



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Insert character of ship and machinery precisely as in the Register Book.

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

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

Ans.
3.12.86.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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