

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

(Received at London Office)

MON. 15 OCT. 1923

Date of writing Report 11<sup>th</sup> Oct 1923 When handed in at Local Office 11<sup>th</sup> Oct 1923 Port of GrimsbyNo. in Survey held at Grimsby Date, First Survey 28<sup>th</sup> Sept Last Survey 5<sup>th</sup> Oct 1923  
(No. of Vols 4)

1059 on the Machinery of the Wood, Iron or Steel S.C.K. MANX PRINCE

Gross 220  
Net 109

Vessel built at Grimsby

By whom Cochrane &amp; Sons When 1910 6

Nominal Horse Power 67  
of Main Boilers 1

Engines made at Hull

By whom C.D. Holmes &amp; Co Ltd When 1910

Boilers, when made (Main) 1910

(Donkey) ✓

of Donkey Boilers ✓  
Steam Pressure—  
on Main Boilers 180  
on Donkey Boilers ✓

Owners Bauwings &amp; Co Ltd Port Grimsby Voyage Fishing

If Surveyed Afloat or in Dry Dock Fish Ark  
(State name of Dock.)

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

| CHARACTER.<br>for Special Survey.<br>Date of last Survey and of<br>Periodical Surveys. | Years<br>Assigned<br>to last<br>survey. | Machinery and Boiler<br>Surveys<br>(including date of N.B., if any). |
|--|---|--|
| +100A1<br>Steam Trawler<br>4.22<br>S.S. Gms No 2 19                                    |   | +LMC 4.19<br>B.S. 9.22<br>T.S. 4.22 CL                               |

Last Report No. Port

Particulars of Examination and Repairs (if any) +LMC.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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.

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 " " " ✓

Why was this not done, state for what reasons? ✓

What parts of the Boilers could not be thus thoroughly examined? All examined

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? yes

To what pressure were they afterwards adjusted under steam? 180 lb<sup>2</sup>

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 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? yes

, and of the Donkey Boiler? ✓

Has the screw shaft now been drawn and examined? no 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 the shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted new? ✓ Has it a continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 5"

32

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

The cylinders, slides, pistons, all pumps, the crank & thrust shafts, the condenser, the pumping arrangement & the machinery generally, examined & found or placed in good order, the main steam pipe annealed & tested by hydraulic pressure to 360 lb<sup>2</sup>. The main boiler with its mountings examined & found or placed in good order & its safety valves adjusted under steam as above. The sea connections opened up, examined & found or placed in good condition, the propeller & the outside fastenings of the stern bush examined & found in good order.

## 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, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

The machinery of this vessel is eligible in my opinion to remain as classed & to have fresh record of +LMC. 10.23.

Survey Fee (per Section 28) £ 5 0 0

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

Surveying Expenses (if chargeable) £ ✓

Fees applied for 10.10.1923

Received by me, 11/10/24

Committee's Minute

TUE. 30 OCT. 1923

Signed + L.M.C. 10.23

TUE JAN. 22 1924

FRI 8 AUG 1924

TUES. 26 AUG 1924

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1579-0054

CERTIFICATE WRITTEN 6/3/24.



Lt. 203. due 6.22. B.S. due 9.23 survey  
held.

It is submitted that  
this vessel is eligible for  
THE RECORD. + L.M.C. 10.23

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.

Lt.  
25/10/23

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021

Lloyd's Register  
Foundation