

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

No. 13640

(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 Grimsby

No. in Survey held at Grimsby Date, First Survey 28<sup>th</sup> Sept Last Survey 5<sup>th</sup> Oct 1923 (No. of Vials 4)

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

Management { Gross 220 Net 109 Vessel built at Selby By whom Cochrane & Sons When 1910 6  
 Nominal Horse Power 64 Engines made at Hull By whom C.D. Holmes & Co Ltd When 1910  
 of Main Boilers 1 Boilers, when made (Main) 1910 (Donkey) ✓  
 of Donkey Boilers ✓ Owners Bauwings & Sons Ltd Port Grimsby Voyage Fishing  
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Fish Ark  
 of Donkey Boilers ✓ (State name of Dock.)

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

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 Steam Trawler 4-22 S.S. Gms No 2 19		+LMC 4-19 B.S. 9-22 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.

Where 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? ✓

Do. " Donkey " " " " ✓

If this was 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? ✓ 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? ✓, 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 a 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 a 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"

If the Survey is 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, 11/10/23

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 30 OCT. 1923

TUE JAN. 22 1924 / FRI 8 AUG 1924

Committee's Minute

Signed + L.M.C. 10.23

TUES. 26 AUG 1924

CERTIFICATE WRITTEN 6/3/24.

W1579-0054

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

If so, to be sent to

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

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.

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

L.  
25/10/23

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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