

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

30 JUN 1949

(Received at London Office

22 JUL 1949)

Date of writing Report.....19..... When handed in at Local Office.....19..... Port of HULL.

No. in Survey held at HULL Date. First Survey 22.6.49 Last Survey 27.6.1949
(No. of Visits...2...)

17325 on the Machinery of the Wood, Iron or Steel Steam Trawler "EARL KITCHENER" Year. Month. 1915 7

Gross 348 Vessel built at Beverley By whom Cook, Welton & Gemmell, Ltd. When 1915 Month. 7
Net 162 Engines made at Hull By whom Amos & Smith, Ltd. When -do-
Nominal Horse Power 8711N Boilers, when made (Main) 1915 (Donkey) -
No. of Main Boilers 1SB Owners Lord Line, Ltd. Owners' Address -
No. of Donkey Boilers - (If not already recorded in Appendix to Register Book.)
Steam Pressure - Managers - & on slipway Port Hull Voyage Fishing
in Main Boilers 2001b Surveyed Afloat or in Dry Dock St. Andrew's Dock.
in Donkey Boilers - (State name of Dock.)

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Docking, T.S. & B.S.

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.

As 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 " " " "

not, state for what reasons. What parts of the Boilers could not be thus thoroughly 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?

State latest date of internal examination of each boiler 22.6.49 Present condition of funnels efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 2001b/sq. in.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - 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 Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? No If so, state reasons. Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 22.6.49 State the wear down in the stern bush re-wooded Is electric light and/or power fitted? - If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

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

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

NOW DONE:- Vessel examined on slipway. Propeller, sea connections and fastenings examined.
Screwshaft drawn inboard, examined with sternbush.

B.S:- Boiler examined internally and externally together with mountings and all found
or placed in good condition. Safety valves adjusted under steam as stated above.

Repairs:- Sternbush rewooded.

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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

The machinery of this vessel is eligible in my opinion to remain as classed with fresh records of T.S.C.L. seen 6,49 and B.S. 6,49.

Survey Fee (per Section 29) B.S. £ 3 : - : - Fees applied for 30 JUN 1949
Special Damage or Repair Fee (if any) T.S. £ : : : Received by me, 19
(per Section 29.)
Travelling expenses (if chargeable) £ : : :

Committee's Minute

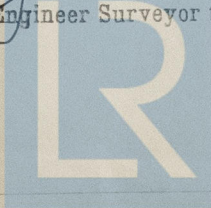
Assigned

WED 3 AUG 1949

BS. 6.49

A.6 49

J. Dobbie
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation
W1628-0017