

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

(Received at London Office 10 JUL 1946)

Date of writing Report 4-7-46 When handed in at Local Office 19-46 Port of LIVERPOOL  
No. in Survey held at 10421 on the Machinery of the Wood, Iron or Steel K.S.H. 1015 Date. First Survey 28/6/46 Last Survey 1/7/46  
Reg. Book. 59999  
Tonnage { Gross 286 Vessel built at Beverley By whom Cook, White & Gamble Ltd. When 1917-5-  
Net 112 Engines made at Hull By whom Cross & Smith Ltd. When 1917  
Nominal 68HP Boilers, when made (Main) 1917 (Donkey)  
Horse Power No. of Main Boilers 150 Owners. Hulton Steam Fishing Co. Owners' Address  
No. of Donkey Boilers 100 Managers. W. B. Moody (if not already registered in Register Book.)  
Steam Pressure 185-187 in Main Boilers If Surveyed Afloat or in Dry Dock Wym. Dock Port Hulton Voyage  
in Donkey Boilers 1

Last Report No. 122881 Port Liv.

## Particulars of Examination and Repairs (if any) H.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. Not applicable.

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 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 1-7-46.

Present condition of funnel? Good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes

To what pressure were they afterwards adjusted under steam? 160 lbs.

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

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? yes

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? yes

Has shaft now been changed? yes

If so, state reasons.

Has the shaft now fitted been previously used? yes

Has it a continuous liner? yes

Is an approved oil retaining appliance fitted at the after end? yes

State date of examination of Screw Shaft.

State the wear down in the stern bush.

Is electric light and/or power fitted? yes

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.

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

The safety valves remain to be examined & adjusted under steam. The Owners' representative states this will be done at the first opportunity.

How done: Examined the boiler throughout, with mountings, doors & fastenings & found in good condition. Minor repairs effected to mountings.

## 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.)

as now seen is in a good & efficient condition & eligible in my opinion to remain as now classified with fresh records of H.S. 4-46. When the safety valves have been adjusted.

Survey Fee (per Section 29) £ 3 : 0 : 0

Fees applied for

Special Damage or Repair Fee (if any) £ : : :

(per Section 29.)

Received by me,

Travelling expenses (if chargeable) £ 1 : 0 : 0

Committee's Minute

Assigned

Deferred for Completion  
Boiler Survey

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

W99-0037



noted  
BS partly held  
Rell  
30/7/46



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