

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

22 AUG 1941

(Received at London Office)

Date of writing Report 14.8.1941 When handed in at Local Office

Port of Ipswich

No. in Reg. Book 61908 Survey held at Yarmouth Date First Survey and Last Survey 14.8.1941 (No. of Visits one)

on the Machinery of the Wood, Iron or Steel S.S. NORWICH TRADER Year Month 1908 12  
Tonnage Gross 217 Net 81 Vessel built at Silley By whom Cochran & Sons When 1908 12  
Engines made at St. Yarmouth By whom Crabtree & Co. Ltd. When 1908  
Horse Power 33 Boilers, when made (Main) 1911 1910 (Donkey) ✓  
No. of Main Boilers one Owners St. Yarmouth S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers one Managers Port Yarmouth Voyage  
Steam Pressure in Main Boilers 130 lb If Surveyed Afloat or in Dry Dock Quay Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Last Report No. Port Particulars of Examination and Repairs (if any) Comp. B.S.

(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

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?

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

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?

State latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 130 lb 0"

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 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? and of the Donkey Boilers?

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 shaft now been changed? If so, state reasons Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted

It 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?

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

how done: Boiler examined under steam & its Safety valves adjusted to 130 lb. per sq. inch.

General Observations, Opinion, and Recommendation:— The machinery of this vessel (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, \*L.M.C. 9,11, or L.M.C. 149 lb., F.D., &c.)

So far as seen, is in a safe working condition & eligible in my opinion to remain as classed & to have record of B.S. 7-41.

Survey Fee (per Section 29) £ : : Fees applied for 19  
Special Damage or Repair Fee (if any) (per Section 29.) £ : ✓ :  
Travelling expenses (if chargeable) £ : : Received by me, 19

Committee's Minute FRI. 12 SEP 1941  
Assigned B.S. 7-41

D. J. B. 2020  
Engineer Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation

W203-0023

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

In a Certificate required by 114, 40, to be sent to

BS due 4.41 partly paid 7.41,  
now complete.

It is submitted that  
this vessel is eligible for  
THE RECORD, BS 7.41.

7/10/41

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