Rpt. 9.

No. 20941.

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

(Received at London Office MAY 6 1939)

Date of writing Report 5 - 5 - 1939 When handed in at Local Office 5 - 5 1939 Port of Grimsby.

No. in Reg. Book. 12723 Survey held at Boston & Grimsby Date, First Survey 11th April Last Survey 25th April 1939 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or~~ Steel S.s. "PROTECTOR"

Tonnage { Gross 161 / Net 70

Nominal Horse Power { 70 RHP

No. of Main Boilers 1

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 180 lbs

in Donkey Boilers ✓

Vessel built at Greenock By whom S. Brown & Co. When 1904-3

Engines made at Glasgow. By whom Muir & Houston, Ltd When 1904

Boilers, when made (Main) 1929 (Donkey) ✓

Owners Eastern Sea Fisheries Joint Committee Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers ✓ Port Boston Voyage

If Surveyed Afloat or in Dry Dock Boston Dk. & Doigs D.D. (State name of Dock.)

Last Report No. ____ Port ____

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

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? Yes

" " Donkey " " "

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

And what parts of the Boilers could not be thus thoroughly examined? ✓

If so 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 18-4-39. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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 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 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? No.

Has shaft now been changed? ✓ If so, state reasons ✓

Is the shaft now fitted been previously used? ✓ 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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

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

Is electric light and/or power fitted? ✓

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Is 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 Complete

Main boiler examined throughout with its mountings, manholes, doors, etc. found generally in order, & its safety valves adjusted under steam as above.

Repairs:- Furnace landing in centre combustion chamber built up by electric welding where wasted. Seam on starboard side of starboard combustion chamber electrically welded where leaking slightly.

Docking:- Vessel placed in dry dock, propeller, stern bush, sea connections & their fastenings examined & found in order.

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠100 A1 - 5-38		✠LMC - 4-37 ✠NB 7-29.
S.S. Cons. 2nd & 3rd 7-29 S.S. Cons. 1st 2-37.		B.S - 5-38 T.S - 3-37 Cl.

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

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, ✠L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.)
CS 3,34,

The machinery of this vessel, so far as seen, is in safe working condition and eligible in my opinion to remain as classed with fresh record of B.S - 4-39.

Is a Certificate required? If so, to be sent to

Survey Fee (per Section 29) £ 2 : 0 : 0

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ 1 : 11 : 4

Fees applied for 5-5-1939

Received by me, 12-5-1939 £3 8 6.

FRI 26 MAY 1939

Committee's Minute ____

Assigned B.S. 4-39

Engineer Surveyor to Lloyd's Register of Shipping.

© 2020 Lloyd's Register Foundation