

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

15 NOV 1943

(Received at London Office)

17 NOV 1943

of writing Report... 11-11-1943 When handed in at Local Office... 19-11-1943 Port of **HULL**
 in Survey held at **Hull** Date. First Survey **26. 10. 43** Last Survey **8. 11. 1943**
 Book. (No. of Visits... 4)

18. on the Machinery of the Wood, Iron or Steel **K. Louis BOTHA**
 Gross **226** Vessel built at **Beverley** By whom **Book, Walton & General Ltd** When **1916** Month **6**
 Net **109** Engines made at **Hull** By whom **Amos & Smith Ltd** When **1916** Month **6**
 Main Boilers **One** Boilers, when made (Main) **1916** (Donkey) **-**
 Donkey Boilers **one** Owners **Hull Merchants Amalgamated** Owners' Address **[Trawlers Ld.]**
 Pressure **200lb** Managers **[Trawlers Ld.]** Port **Hull** Voyage **-**
 Main Boilers **one** If Surveyed Afloat or in Dry Dock **LNER. Slipway**
 Donkey Boilers **one** (State name of Dock.) **St Andrews Dock**

Report No. **LMC** Port **Hull**
 Particulars of Examination and Repairs (if any) **LMC**

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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 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.

Has a damage report made by anyone else? If so, by whom? **yes**

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **yes**

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

State for what reasons? **What parts of the Boilers could not be thus thoroughly examined?**

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? **26-10-43**

Latest date of internal examination of each boiler **26-10-43**

Has the Surveyor examine the Safety Valves of the Main Boilers? **yes**

Has the Surveyor examine the Safety Valves of the Donkey Boilers? **yes**

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **yes**

Has the Surveyor examine the drain plugs of the Main Boilers? **yes**

Has the Surveyor examine all the mountings of the Main Boilers? **yes**

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

Has the shaft now been changed? **no** 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 **26-10-43** State the wear down in the

Is electric light and/or power fitted? **yes** If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? **yes**

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

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

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

Vessel placed on slipway. Propeller, sternbush and outside fastenings examined, sea connections opened and examined. Main and auxiliary machinery opened, and an examination made of the cylinders, pistons, valves, chests, covers, rods, crank, main and bottom end bearings, condenser, attached pumps, thrust shaft, block and shoes, intermediate shaft, pumps and pumping arrangements, dynamo and electrical installation, all found in good order. Main steam pipe tested, found satisfactory. Boilers examined internally and externally together with safety valves and mountings, all found in good order. Main and auxiliary machinery examined.

General Observations, Opinion, and Recommendation: **Eligible to remain as classed,**

(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.)

and to have record of **+ LMC 11.43**

Fee (per Section 29) **LMC** £ **5:0:0** Fees applied for **15 NOV 1943**
 Damage or Repair Fee (if any) (per Section 29.) £ **:**
 Other expenses (if chargeable) £ **:**
 Received by me, **John Douglas**
 Engineer Surveyor to Lloyd's Register of Shipping.
 Committee's Minute **TUES. 30 NOV 1943**
 Med **+ LMC 11.43**



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 0250-0119

K. Louis BORTH

under steam, found satisfactory, boiler examined
under steam and found satisfactory, safety valves
adjusted to 200 lbs/sq"

Repairs effected.

Thrust shaft collars faced up, shoes
re-lined.

New single funnel fitted, old funnel
somewhat wasted.

Auxiliary feed (General service pump)
buckets & rods renewed, water end re-bored.

Other minor repairs effected.

Of no 2 due 4 40

No 2 due 3 43

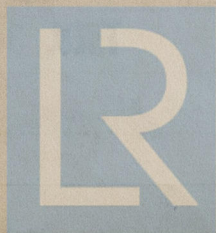
Runy held on engine found
renewed & minor repairs effected

77/71 is submitted that
this vessel is eligible for
THE RECORD.

+ last 11 43

Yhu

26. 11. 43



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