

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

(Received at London Office

APR 3 1939

Date of writing Report 31-3-1939 When handed in at Local Office 1-4-1939 Port of Milford Haven

No. in Survey held at Milford Date, First Survey and Last Survey 22-3-1939  
Book. 1944 on the Machinery of the Wood Iron Steel Sc. K. "Thomas Bartlett."

Age Gross 290 Vessel built at Beverly By whom Cook Nelson & Gemmell Ltd When 1918 8  
Net 127 Engines made at Hull By whom Amos & Smith Ltd When 1918  
Donkey Power 86 Boilers, when made (Main) 1918 (Donkey) ✓  
of Main Boilers 1 Owners Milford Fisheries Ltd Owners' Address  
of Donkey Boilers 1 Managers O.W. Limbrick (if not already recorded in Appendix to Register Book.)  
Main Pressure 180 Port Milford Voyage Fishing  
Main Boilers 180 If Surveyed Afloat or in Dry Dock Dry Dock  
Donkey Boilers 1 (State name of Dock.)

Last Report No. 5429 Port Mil

Particulars of Examination and Repairs (if any) Docking

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 repairs 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 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?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Donkey

Was this not done, 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?

What is the latest date of internal examination of each boiler?

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

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 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

Has 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?

What is the 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 1/8 F

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

Is electric light and/or power fitted?

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?

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

Complete.

Damage and repairs to Stem.

Vessel placed in Dry Dock the Propeller, outer end of stern bush, and the outside fastenings of the sea connections examined and found in good condition.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel is

(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, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

As far as seen is in good and efficient condition, and eligible to remain as now classed without fresh record of Survey

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £

Fees applied for

19

Received by me,

19

Committee's Minute

Signed

TUE. 18 APR 1939

As now

C. E. Wicks © 2019

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

W282-0066



submitted to  
this report is able to  
remain as UNCHANGED.

17/4/29

W.H. 20

in 1928 and 1929 the number of people who were  
present at the meetings was 100 and 120 respectively.

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