

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

(Received at London Office) APR 19 1939

Date of writing Report 17-4-39 When handed in at Local Office 17-4-39 Port of HULL

No. in Reg. Book 2590 Survey held at Hull Date, First Survey 14-11-1939 and Last Survey 14-11-1939 (No. of Visits one)

on the Machinery of the Wood, Iron or Steel K POLLY JOHNSTON

Tonnage } Gross 290 Vessel built at Beverley By whom Book, Welton & Gemmell When 1919 6
Net 127 Engines made at Hull By whom Amos & Smith Ltd When 1919 6

Nominal Horse Power 86 Boilers, when made (Main) 1919 (Donkey)

No. of Main Boilers One Owners W. A. Massey and Sons Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers ✓ Managers Kingston Steam Trawling Co. Ltd Port Hull Voyage

Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock L.N.E.R. Slipway (State name of Dock.) St Andrews Dk.

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Bocking

(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 ✓

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? no

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? not due at this time

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 _____ Present condition of funnel efficient

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? ✓

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

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? ✓

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 1/8"

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? ✓

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

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

Now done.

Vessel placed on slipway. Propeller, sternbush and outside fastenings examined.

Weardown as above.

General Observations, Opinion, and Recommendation:— The machinery of this

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

vessel so far as now seen, is in an efficient condition,

and eligible in my opinion to remain as now

classed, without fresh record of survey

Survey Fee (per Section 20) £ _____ Fees applied for _____

Special Damage or Repair Fee (if any) (per Section 29.) £ _____ Received by me, _____

Travelling expenses (if chargeable) £ _____

Committee's Minute _____

Assigned John Douglas Engineer Surveyor to Lloyd's Register of Shipping.

TUE 2 MAY 1939

W283-0077.1

10m.6.33.—Transfer Ink. (MADE IN ENGLAND.) The Surveyors are requested not to write on or below the space for Committee's Minute.

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



Not
admissible to
PASSED.

27/4/39

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Boilers for Engines and Boilers
of Engines and Boilers