

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

MAY 25 1939

(Received at London Office)

24 MAY 1939

When handed in at Local Office

of writing Report

19

Port of

HULL

Survey held at

Hull

Date, First Survey

4.5.39

Last Survey

19.5.1939

(No. of Visits)

6

on the Machinery of the ~~Wood, Iron or Steel~~

K

TARBET NESS

Gross 263
Net 103

Vessel built at

Selby

By whom

Bochman & Sons, Ltd

When

1914.10

Main Boilers One

Engines made at

Hull

By whom

Amos & Smith Ltd

When

1914.10

Donkey Boilers nil

Boilers, when made (Main)

1914.

(Donkey)

Owners Trident Steam Fishing Co.

Managers J. A. Ledger

Owners' Address

(if not already recorded in Appendix to Register Book)

Port

Hull

Voyage Fishing

If Surveyed Afloat or in Dry Dock

St Andrews DK

(State name of Dock.)

H.N.E.R. Slipway

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
expiredMachinery and Boiler
Surveys
(including date of N.B., if any).* 100 A.I. STM
TRAWLER 11.38* LMC 10.35
B.S. 5.38

SS. Hull No. 3 - 5.27

SS. Hull No. 2 - 35

T.S. 21. 5.38

Report No.

Port

Particulars of Examination and Repairs (if any) L.M.C.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and the initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose, and why they were declined.

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

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? yes

Has the Surveyor personally gone inside each Donkey Boiler separately and made a thorough examination at this time? yes

Were any parts of the Boilers not thus thoroughly examined? no

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? no

What was the latest date of internal examination of each boiler? 8-5-39

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

To what pressure were they afterwards adjusted under steam? 200 lbs / sq in

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes

To what pressure were they afterwards adjusted under steam? 200 lbs / sq in

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

, and of the Donkey Boilers? yes

Did the Surveyor examine the drain plugs of the Main Boilers? yes

, and of the Donkey Boilers? yes

Did the Surveyor examine all the mountings of the Main Boilers? yes

, and of the Donkey Boilers? yes

Has a new shaft now been drawn and examined? no

Is it fitted with continuous liner? yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

Has an old shaft now been changed? yes

If so, state reasons no

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

Has a shaft now fitted been previously used? yes

Has it a continuous liner? yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

What was the date of examination of Screw Shaft? 8-5-39

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

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

Is electric light and/or power fitted? yes

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? not tested

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done complete

What work has been done? done

Vessel placed on slipway. Sea connections opened and examined, together with outside fastenings, propeller and sternbush.

Wear down as above.

Main boiler examined in its entirety, together with safety valves and mountings, all found in good order.

Boiler examined under steam and the safety valves adjusted to the above stated pressure.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel, as far as now seen, is in an efficient condition, and eligible in my opinion to remain as classed, and to have record of * LMC 15.39

Fee (per Section 29) L.M.C. £ 6 : 0 : 0

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

Expenses (if chargeable) £ : : :

Fees applied for 24 MAY 1939

Received by me 1.6.1939

John Douglas & W. S. Shields

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 16 JUN 1939

Signed

+ L.M.C. 15.39

CERTIFICATE WRITTEN

W288-0034 (1/2)

Lloyd's Register Foundation

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

