

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

(Received at London Office)

FRI 27 JAN. 1922

Date of writing Report 19 When handed in at Local Office 26/1 1922 Port of Hull

No. in Reg. Book. Survey held at Hull Date, First Survey 23/12/21 Last Survey 17/1/22 19 (No. of Visits 5)

16865 on the Machinery of the Wood, Iron or Steel S.C.K. GIRARD & EDWARD DRUCE

Tonnage { Gross 325
Net 130 Vessel built at Goole By whom Goole S.B. & Rep. Co. Ld When 1918

Registered Horse Power 84 Engines made at Halifax By whom Campbell Gas Eng. Co. Ld When 1918

No. of Main Boilers 1 Boilers, when made (Main) 1918 (Donkey) ✓

No. of Donkey Boilers 1 Owners J. & T. Ross Ld Port Hull Voyage Fishing

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock In Afloat & Under the Hull

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Year of Special Survey.	Date of last Survey and of Periodical Surveys.	Year of last Survey.	Machinery and Boiler Surveys (including date of N.B., if any).
Class Contingent				

Last Report No. Port

Particulars of Examination and Repairs (if any) Condition

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? *See not required* 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? ✓

Do, " Donkey " " " " ✓

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

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? ✓

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 Boiler? ✓

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

, and of the Donkey Boiler? ✓

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

, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? *Yes* 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? ✓

Has shaft now been changed? *No* If so, state reasons ✓

Is the shaft now fitted new? ✓

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *Just covered.*

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

Screw shaft propeller & sea connections & fastenings examined & found in good working order.

NOW DONE - New propeller fitted. Screw shaft trued in lathe for teeth.

New stern tube fitted. Bush drawn & worn & fitted to new tube.

All shafting opened out for examination.

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

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

is eligible in my opinion to remain as classed without further work of survey NOTE - Tail shaft run 1.22.

Survey Fee (per Section 28) £ 1 1 1 Fees applied for 19 22

Special Damage or Repair Fee (if any) (per Section 28.) £ 2 2 0

Travelling Expenses (if chargeable) £ 1 1 1 Received by me, *G.P. Wells*

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE FEB 28 1922

TUE MAR 7 1922

TUE 5 SEP 1922

Designed

See minute in J.C. report.

Lloyd's Register Foundation

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

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

1309-0150