

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

(Received at London Office, \_\_\_\_\_)

MAY 24 1940

Date of writing Report \_\_\_\_\_ When handed in at Local Office 23 MAY 1940 Port of HULL

No. in Survey held at Hull Date, First Survey 3.5.40 Last Survey 10.5.1940  
 g. Book. 7502 on the Machinery of the Wood, Iron or Steel K. "LADY ELEANOR" (No. of Visits 3)

Gross 324 Vessel built at Selby By whom Bohane & Sons. Ltd Year. Month. 1918 8  
 Net 128 Engines made at Hull By whom B.D. Holmes & Co. Ltd When 1918 8  
 Nominal 87 Boilers, when made (Main) 1918 (Donkey) —  
 of Main Boilers One Owners Sutland Amalgamated Trawlers Owners' Address —  
 of Donkey Boilers nil Managers E. Bargill Port Hull Voyage —  
 Main Boilers 200lb If Surveyed Afloat or in Dry Dock L.N.E.R. SHIPWAY  
 Donkey Boilers — (State name of Dock.) ST ANDREWS DK

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

ast Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Commencement LMC \*100 A.1. STM  
TRAWLER. 10.39 \* LMC 5.36

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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.

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.

as 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? yes

" " Donkey " " " —

this was not done, state for what reasons? —

what parts of the Boilers could not be thus thoroughly examined? —

so what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts of each Boiler? —

date latest date of internal examination of each boiler 8-5-40 Present condition of funnel efficient

did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 200lb / 10"

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? yes , 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? yes , and of the Donkey Boilers? —

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? —

shaft now been changed? — If so, state reasons —

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? —

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 —

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? not at this time

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

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

all Rule requirements except as below, remain to be carried out. Owners

Supt. state that this will be done as opportunity offers, vessel is now

fishing in convoy.

Now done.

Vessel placed on shipway. Propeller, sternbush and outside

fastenings examined, sea connections opened and examined.

Brank and thrust shafts, main and bottom end bearings,

thrust shaft, block and shoes examined.

all main bearings remetalled.

Boiler examined in its entirety, together with safety valves and

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

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

as now seen, is in an efficient condition, and eligible in my

opinion to remain as classed, and to have record of \* L.M.C. 5.40,

subject to two stoppered stay tubes being renewed.

Survey Fee (per Section 29) L.M.C. £ 6 : 0 : 0 Fees applied for 23 MAY 1940

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

Travelling expenses (if chargeable) £ : : 19

Committee's Minute FILE 7 JUN 1940

signed BS 5.40 Subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W314-0079 (1/2)



## H. "LADY ELEANOR"

mountings, all found or placed in good order.

The two stoppers, fitted as additional stiffening, one in each wing b.b., were not removed for inspection, the Owner Supt stating that shortage of boilermakers prevented the tubes being renewed at this time, but that this would be effected as soon as possible.

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

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