

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

(Received at London Office)

MAY 24 1940

Date of writing Report 19... When handed in at Local Office 23 MAY 1940 19... Port of HULL

No. in Survey held at Hull Date, First Survey 3.5.40 Last Survey 10.5.1940 (No. of Visits 3)

7502 on the Machinery of the Wood, Iron or Steel K. "LADY ELEANOR"

Gross 324 Net 128 Vessel built at Selby By whom Bohane & Sons. Ltd When 1918 8

Engines made at Hull By whom G.D. Holmes & Co. Ltd When 1918 8

Boilers, when made (Main) 1918 (Donkey)

Owners Sutland Amalgamated Trawlers Owners' Address (if not already recorded in Appendix to Register Book.)

Managers E. Bargill Port Hull Voyage

If Surveyed Afloat or in Dry Dock H.N.E.R. SHIPWAY ST ANDREWS DK

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A.1. STM TRAWLER. 10.39		* LMC 5.36
S.S. Hvc. N° 3-6-32		B.S. 2.39.
S.S. Hvc. N° 1-36		T.S. cc. 10.39.

## Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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? yes 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? ✓

Is 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? ✓

Is shaft now been changed? ✓ If so, state reasons ✓

Is 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

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

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

If 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 slipway. Propeller, sternbush and outside fastenings examined, sea connections opened and examined. Branch 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 far as now seen, is in an efficient condition, and eligible in my opinion to remain as classed, and to have record of \* LMC 5.40, subject to two stoppered stay tubes being renewed.

Survey Fee (per Section 29) HMC £ 6 : 0 : 0 Fees applied for 23 MAY 1940

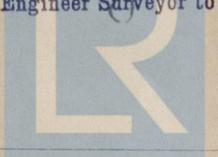
Special Damage or Repair Fee (if any) (per Section 29.) £ :

Traveling expenses (if chargeable) £ :

Received by me, 19

Committee's Minute signed BS 5.40 Subject

John Douglas. © 2019 Engineer Surveyor to Lloyd's Register of Shipping.



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

K. "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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