

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

No. 125344.

(Received at London Office)

23 APR 1947

LIVERPOOL

Date of writing Report.....1947..... When handed in at Local Office.....19.....

No. in Survey held at.....Liverpool..... Date. First Survey.....16/7/46..... Last Survey.....19/9/1946.....
Reg. Book.....56152..... on the Machinery of the Wood, Iron or Steel.....S.T. DALE CASTLE..... (No. of Visits.....4.....)

Tonnage { Gross 246 Vessel built at.....London & Leeds..... By whom.....Smith's Dock Co. Ltd..... Year. Month.
Net 95 Engines made at..... By whom.....Shields & Co. Ltd..... When.....1909-9
Nominal 80 Boilers, when made (Main)..... (Donkey)
Horse Power 1 Owners.....New and Trawlers Ltd..... Owners' Address.....
No. of Main Boilers 1 Managers.....R. S. Hewitt..... (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock.....Hercules Dock..... Port.....London..... Voyage.....
Steam Pressure in Main Boilers 180 lb (State name of Dock.)
in Donkey Boilers 1

Last Report No. Port

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A1 Sn Trawler		+L17C 10-39
10-39		BS 10-39
SS GMS 2nd No. 2		TS(CD) 10-38.
1-34		
SS GMS No. 38.		

Particulars of Examination and Repairs (if any) L17C + Conversion

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?

Donkey "

If not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

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(s)

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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 the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the stern bush

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?

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

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

How Done :- Vessel returned to the Owners after Admiralty service + following now done:-
Vessel placed in dry dock, propeller, stern bush + sea cocks + valves examined.

Crankshaft + thrust shaft, examined

Boiler examined throughout with mountings doors + fastenings

As a result of the foregoing examination + the extensive repairs + renewals to the vessel's structure, it was decided, after a conference between the Owners representatives + the Transport + Marine Licence Authorities not to proceed with the conversion. The Owners now advise us that the vessel has been sold for breaking up.

General Observations, Opinion, and Recommendation:-

(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

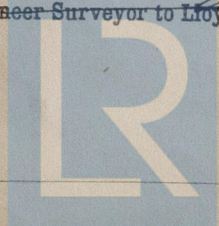
The above information is forwarded for the information of the Committee

Survey Fee (per Section 29)..... £ : : Fees applied for
Special Damage or Repair Fee (if any)..... £ 3 : 3 : 0 18 APR 1947
(per Section 29.)
Selling expenses (if chargeable)..... £ : : Received by me,
19

Committee's Minute

Signed Transmit to London.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W321-0099