

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

(Received at London Office)

FEB 28 1940

Date of writing Report 19 When handed in at Local Office 26 FEB 1940 19 1940 Port of HULL

Survey held at Hull Date, First Survey and Last Survey 15. 2. 1940
(No. of Visits one)

on the Machinery of the Wood, Iron or Steel K. FARADAY

Age { Gross 322 Vessel built at Selby By whom Bochmans & Sons Ltd When 1916 6
 Net 131 Engines made at Hull By whom B.D. Holmes & Co Ltd When 1916 6
 Main Boilers One Boilers, when made (Main) 1916 (Donkey) ✓
 Owners F & T. Ross Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers ✓ Port Hull Voyage ✓
 If Surveyed Afloat or in Dry Dock LNER SLIPWAY
 (State name of Dock.) 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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100A.1. Sm TRAWLER. 8-39		* LMC 5-36
S.S. Hul. N° 3 - 6-28		B.S. 8-39
S.S. Hul. N° 2 - 36		T.S. cl. 8-39

Particulars of Examination and Repairs (if any) Page

Medical Surveys, when held, must be reported in detail and seriatim 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 names 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 ✓

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? no

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? not due at this time

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? ✓

Latest date of internal examination of each boiler? ✓ Present condition of funnel(s) efficient

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 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? 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? ✓

Has 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. complete

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

Low done. Vessel placed on slipway for examination for damage stated to have been caused in collision with S.S. Mile end. on 1-1-40, in the North Sea, off West Hartlepool. Propeller, sternbush and outside fastenings examined, all found in good order. Wear down as above.

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, without fresh record of survey.

(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 CS 3,34, 140 lb., F.D., &c.)

Survey Fee (per Section 29) £ : : Fees applied for

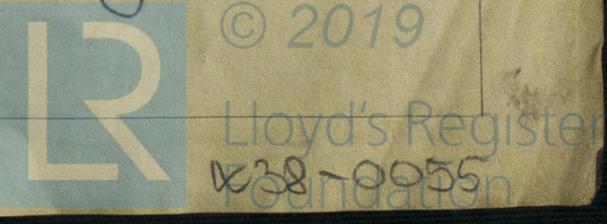
Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Selling expenses (if chargeable) £ : : 19

Committee's Minute

Signed As now

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



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

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

Docking after
Collision.

It is submitted that
this vessel is eligible to
remain as CLASSED.

GA
273/40

Faint handwritten notes, possibly describing the vessel's condition or the collision details.

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