Rpt. 9.

No. 50639.

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

(Received at London Office MAY 7 1940)

Date of writing Report ..... 19..... When handed in at Local Office 2 MAY 1940 19..... Port of HULL

No. in Reg. Book. 06802 Survey held at Hull Date, First Survey 24.4.40 Last Survey 29.4.1940 (No. of Visits 3.)

on the Machinery of the ~~Wood, Iron or~~ Steel K. DERVISH

Tonnage { Gross 346 / Net 135

Nominal Horse Power 87

No. of Main Boilers One

No. of Donkey Boilers nil

Steam Pressure— in Main Boilers 200 lbs

in Donkey Boilers ✓

Vessel built at Beverley By whom Cook, Welton & Gemmell Ld When 1911 5 (Year. Month.)

Engines made at Hull By whom Amos & Smith Ld When 1911 5

Boilers, when made (Main) 1911 (Donkey) ✓

Owners Hellyer Bros. Ld Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers ✓ Port Hull. Voyage ✓

If Surveyed Afloat ~~or~~ & in Dry Dock L.N.E.R. SLIPWAY (State name of Dock.) St ANDREWS DK.

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 A.1 STM TRAWLER. 12.39		✠ LMC 4.39
S.S. Hul. 2ND. N°3 -10.35		T.S. cl. 9.38
S.S. Hul. N°1 - 39		

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

Particulars of Examination and Repairs (if any) DK. TS & B.S

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.

In damage cases where the Survevor 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? yes

" " 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 these parts of each Boiler? ✓

State latest date of internal examination of each boiler 26-4-40 Present condition of funnel(s) efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 200 lbs/□"

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? ✓

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? no

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

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? ✓

State date of examination of Screw Shaft ..... State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft close fit

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

Is electric light and/or power fitted? ✓

If so, 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.? ✓

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

Now done.

Vessel placed on slipway. Tailshaft drawn, examined and found in good condition. Sternbush rewooded.

Owners new brass propeller fitted.

Outside fastenings examined and found in good order.

B.S. Boiler examined in its entirety, together with safety valves and mountings, all found or placed in good order.

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

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 recold of B.S. 4-40 and T.S. cl. 4.40.

(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 ✠LMC 140 lb., F.D., &c.) CS 3,34,

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

Survey Fee (per Section 29) B.S. £2 : 0 : 0

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

Travelling expenses (if chargeable) £ :

Fees applied for 2 MAY 1940 19

Received by me, ... 19

FILED 10 MAY 1940

John Douglas.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned B.S. 4.40

RE-FILMED

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