

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

(Received at London Office)

Date of writing Report

19

When handed in at Local Office

2 MAY 1940

Port of

HULL

No. in Reg. Book.

Survey held at

Hull

Date, First Survey

24. 4. 40

Last Survey

29. 4. 1940

(No. of Visits)

3.

06802 on the Machinery of the Wood, Iron or Steel

K. DERVISH

Tonnage } Gross 346
Net 135

Vessel built at Beverley

By whom Cook, Welter & Jennelle Ltd

When 1911 5

Nominal Horse Power 87

Engines made at Hull

By whom Amos & Smith Ltd

When 1911 5

No. of Main Boilers One

Boilers, when made (Main) 1911

(Donkey)

No. of Donkey Boilers nil

Owners Hellyer Bros. Ltd

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Hull.

Voyage

Steam Pressure in Main Boilers 200 lbs

If Surveyed Afloat or in Dry Dock

L.N.E.R. SLIPWAY

S' ANDREWS D.K.

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 Survey (including date of N.B., if any).
* 100 A.1. STM		* LMC 4.39
TRAWLER. 12.39		
S.S. Hull. 2nd N°3 - 10.35		T.S. cl. 9.38
S.S. Hull. N°1 - 39		

Last Report No.

Port

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

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 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 efficient

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

yes

To what pressure were they afterwards adjusted under steam? 200 lbs / sq"

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?

yes

, 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 vitae 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?

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

as 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 bronze 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 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

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

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

B.S.

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Fees applied for

2 MAY 1940

Received by me,

19

Special Damage or Repair Fee (if any) (per Section 22.)

Travelling expenses (if chargeable)

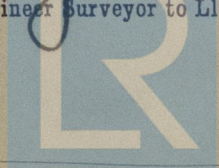
Committee's Minute

Assigned

B.S. 4.40

John Douglas.

Engineer Surveyor to Lloyd's Register of Shipping.



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