

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

(Received at London Office JUN 21 1939)

of writing Report 19-6-1939, When handed in at Local Office 19-6-1939 Port of **HULL**  
Survey held at **Hull** Date, First Survey 8-6-39 Last Survey 13-6-1939  
(No. of Visits 3)

248 on the Machinery of the ~~Wood, Iron or Steel~~ **K FLEMING** Year. Month.

Gross 356 Vessel built at **Beverley** By whom **Lock, Welton, & Gammell Ltd.** When 1929-1  
Net 145 Engines made at **Hull** By whom **L.B. Holmes & Co. Ltd.** When 1929-1

Boilers, when made (Main) 1929 (Donkey)  
Owners **J & T. Ross, Ltd.** Owners' Address (if not already recorded in Appendix to Register Book)  
Port **Hull** Voyage **Fishing**

Managers **J & T. Ross, Ltd.**  
Main Boilers 200lb. 5" **# Surveyed Afloat in Dry Dock L.N.E.R. Shipway, St. Andrew Dock.**  
Donkey Boilers

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. Machinery and Boiler Survey (including date of N.B., if any).

**100A1** **LMC 9.37**  
**Steam Trawler.** **BS 6.38**  
**11, 38** **TS(C)N 11.38**  
**as per N°2-37**

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

Medical Surveys, when held, must be reported in detail and serially 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 ideas 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.

Is 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.**

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? **Yes.**

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?

What was the latest date of internal examination of each boiler? **8/6/39**

Did the Surveyor examine the Safety Valves of the Main Boiler? **Yes.**

Did the Surveyor examine the Safety Valves of Donkey Boiler? **Yes.**

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **Yes.**

Did the Surveyor examine the drain plugs of the Main Boilers? **Yes.**

Did the Surveyor examine all the mountings of the Main Boilers? **Yes.**

Has screw shaft now been drawn and examined? **Yes.** Is it fitted with continuous liner? **Yes.**

Has shaft now been changed? **Yes.** If so, state reasons. **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? **Yes.** Has it a continuous liner? **Yes.**

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. **1 1/2"**

Is electric light and/or power fitted? **Yes.**

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? **Yes.**

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

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. Propeller, sternbush, and outside fastenings examined. Wear down as above.

Main Boiler examined in its entirety together with Safety valves & mountings, all found in good order.

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

General Observations, Opinion, and Recommendation:- **The machinery of this vessel.**

(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 XLMC 140 lb., F.D., &c.)

**so far as now seen, is in an efficient condition, & eligible, in our opinion, to remain as classified, with fresh record of BS 6.39.**

Survey Fee (per Section 29) **BS. £ 2:0:0** Fees applied for **20 JUN 1939**

Special Damage or Repair Fee (if any) (per Section 29) **£ :** Received by me, **11/8 1939**

Travelling expenses (if chargeable) **£ :**

Committee's Minute **FRI. 7 JUL 1939**

Assigned **BS 6.39**

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

**W395-0140**



BS due 6.39 held,

It is submitted that  
this vessel is eligible for  
THE RECORD. BS 6.39.

L4  
12/19/61/39

Letter to the Editor

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10/20/60

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Foundation

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