

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

(Received at London Office)

JUN 16 1939

Date of writing Report 14-6-1939 When handed in at Local Office 14-6-1939 Port of HULL

No. in Survey held at Hull Date, First Survey and Last Survey 9.6.1939
(No. of Visits one)

4991 on the Machinery of the ~~Wood Iron~~ Steel K "ARAGONITE"

Tonnage (Gross 315 Net 138) Vessel built at Beverly By whom Butt, Nelson, & Gurnell, Ltd When 1934-7

Engines made at Hull By whom E. D. Holmes & Co, Ltd When 1934-7

Boilers, when made (Main) 1934 (Donkey) ✓

No. of Main Boilers 1 Owners Kingston Steam Trawling Co, Ltd Managers ✓ Port Hull Voyage Fishing

No. of Donkey Boilers ✓ Steam Pressure in Main Boilers 200 lb ✓ Surveyed ✓ in Dry Dock LMC Slipway
(State name of Dock.) St. Andrew Dock

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 since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1.</u>		<u>LMC 4, 38</u>
<u>See Trawler.</u>		<u>TS(OL) 8, 38</u>
<u>2.39.</u>		
<u>see Hull 491-8P</u>		

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? No.

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

If this was not done, state for what reasons? not due at this time.

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 those parts of each Boiler?

State latest date of internal examination of each boiler. Present condition of funnel 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 Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? 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 shaft now been changed? 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? 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. 1/4"

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

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 & outside fastenings examined. Wear down as above.

General Observations, Opinion, and Recommendation: The machinery of this vessel, as far as now seen, is in an efficient condition, & 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, E.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 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,

Travelling expenses (if chargeable) £ : : 19

Committee's Minute As now

Assigned

FRI. 7 JUL 1939

Engineer Surveyor to Lloyd's Register of Shipping.

R. Sturges

Lloyd's Register

W43-00620n

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

10m.7.35.-Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Handwritten text at the top left, possibly a header or address.

Handwritten signature and date: *W. J. ... 20/6/19*

Vertical handwritten text on the left side of the page.

Vertical handwritten text in the middle-left section.

Vertical handwritten text in the middle-right section.

Vertical handwritten text in the lower-middle section.

Vertical text on the right edge, possibly a page number or reference: *2002*



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