

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office 24 APR 1947)

Date of writing Report 19... When handed in at Local Office 31. 3. 47 Port of NEWCASTLE-ON-TYNE  
 No. in Reg. Book 65739 Survey held at South Shields Date First Survey 24/9/46 Last Survey 19-3-1947  
 on the Machinery of the Wood, Iron or Steel S.T. RED GAUNTLET (EX CEDAR) (No. of Visits 19)

Tonnage Gross 422 Vessel built at Beverley By whom Cook, Weller & Lummell Ltd When 1933 10  
 Net 162 Engines made at Hull By whom C.D. Holmes & Co Ltd When 1933  
 Nominal 111 Boilers, when made (Main) 1933 (Donkey)  
 Horse Power 1 Owners Jago Steam Trawling Co Ltd Owners' Address  
 No. of Main Boilers 1 Managers C.D.W. Lawford (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 210 Port Hull Voyage  
 in Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Both  
 (State name of Dock.) Tyne Dock Engineering

Last Report No. Port Particulars of Examination and Repairs (if any) L.M.C. compl. & O.F. conversion

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.

Has 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

Donkey " completed

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 4-2-47

Did the Surveyor examine the Safety Valves of the Main Boilers? No

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 the screw shaft now been drawn and examined? No

Has shaft now been changed? Yes If so, state reasons

Has an approved oil retaining appliance fitted at the after end? Yes

State date of examination of Screw Shaft 32

Is electric light and/or power fitted? Yes

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

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

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

report No 124504

Now done. Vessel placed in dry dock, propeller and outside fastenings

examined and found in good order.

M.C. Completion. - The following machinery parts examined - All cyls,

pistons, valves, and chests, main and auxiliary pumps, steering engine,

windlass, dynamo engine, and pumping arrangements.

main boiler safety valves adjusted as stated above.

Repairs (W & T)

I.P. cylinder liner, piston & rings renewed. Feed pump ram machined,

and bushes renewed. Suction & delivery valve seats renewed.

Wasted areas at top & sides of Centre Furnace reinforced by E.W. as previously

recommended. At owners' instigation 12 plain boiler tubes removed

for examination purposes and renewed.

General Observations, Opinion, and Recommendation: - The machinery of this vessel so far as

(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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

now seen is in efficient condition and eligible in my opinion to remain

as classed with fresh record of survey. + LMC 3,47

9.4.46

Survey Fee (per Section 29) LMC £ 8 : 0 : 0

Conversion to oil fuel burning 5 : 5 : 0

Special Damage or Repair Fee (if any) £ ✓ :

License Case

Travelling expenses (if chargeable) £ ✓ :

Committee's Minute

assigned

30 MAY 1947

+ LMC 9.46

CERTIFICATE WRITTEN.

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.	Year assigned expir.	Machinery and Boiler Surveys (Including date of N.B., if any)
+ 100 A1 Stm Trawler 9,46		+ LMC 1033 C.L. 8,46

Present condition of funnel(s) Efficient  
 To what pressure were they afterwards adjusted under steam? 210 lbs. □"  
 To what pressure were they afterwards adjusted under steam? ✓  
 and of the Donkey Boilers? ✓  
 and of the Donkey Boilers? ✓  
 and of the Donkey Boilers? ✓  
 Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓  
 Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓  
 State date of examination of Screw Shaft ✓ State the wear down in the  
 Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes  
 yes (See separate sheet)  
 Complete (See Fleetwood)

6. Booker  
 Engineer Surveyor to Lloyd's Register of Shipping.

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 Foundation



Lmc due 10.37 part held 9.46

now completed

Electrical Circuits rewired

Oil fuel burning apparatus installed

Minor repairs effected.

It is submitted that this  
vessel is eligible for THE  
RECORD. + Lmc 9.46

Note in R.B

Fitted for Oil fuel 3.47

FP above 150° F.

J. S.

28.5.47



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Lloyd's Register  
Foundation



19/3/47

on the

Conversion to oil fuel burning

Now done.

Funnel damper removed. Furnace fronts suitable for oil burning fitted. Fuel oil pump unit and transfer pump installed on seatings in stokehold.

Heater drain observation tank secured to stokehold bulkhead.

Cross connection suction pipe between ballast & bilge pump and auxiliary feed pump removed, thereby eliminating possibility of oily water entering boiler.

Extended valve spindles, workable from deck, fitted to oil bunker suction valves, filling valves, steam smothering valve & master valve (steam) to fuel oil pump unit and transfer pump.

One frame space at forward end of starboard side bunker tank arranged as overflow tank from all other tanks.

Gutterway fitted in way of bunker tanks with suction provided for drainage.

Air pipes fitted to all tanks terminating in safe positions in open air and having wire gauze diaphragms fitted.

All suction pipes from forward arranged to pass through duct built in bottom of centre forward tank.

Pneumometer gauges fitted to all tanks.

Starting up arrangements. One frame space at forward end of port side bunker tank arranged for storage of diesel oil. Rotary hand pump for supplying oil to burners fitted to circuit.

Oil pressure pipes hydraulically tested to 400 lbs  $\square$ " and other oil pipes to 30 lbs  $\square$ " (after jointing).

Bunker tank heating coils hydraulically tested to 150 lbs  $\square$ ". Steam pipe line fitted with reducing valve with relief valve incorporated set to blow at 75 lbs  $\square$ ".

All work in connection with the foregoing has been carried out to rule requirements.

Harbour & sea trials carried out and main & auxiliary machinery and oil fuel installation found satisfactory.

C. Booker