

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

(Received at London Office)

17 MAY 1935

Date of writing Report 19 When handed in at Local Office 19 Port of HULL

No. in Reg. Book. Survey held at Hull Date, First Survey 3/5/35 Last Survey 11/5/1935
54064 on the Machinery of the Wood, Iron or Steel K. "Arab" (No. of Visits 8)

Tonnage { Gross 122 Vessel built at Beverly By whom Lock, Welton & Lommell Ltd When 1933 - 10
 Net 162 Engines made at Hull By whom L. J. Holmes & Co Ltd When 1933 - 10

Nominal Horse Power { 111 HP Boilers, when made (Main) 1933 - 10 (Donkey)
 of Main Boilers 1 Owners Kelly Bros Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 of Donkey Boilers 1 Managers Port Hull Voyage Fishing
 Main Pressure 210 lb Surveyed Afloat or in Dry Dock LNER Slipway
 Main Boilers 210 lb (State name of Dock.) ST Andrews Dock
 Donkey Boilers 1

Last Report No. Port

Particulars of Examination and Repairs (if any) Shg Superheater

Periodical 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 point of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials 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.

a damage report made by anyone else? If so, by whom?

Did Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" " Donkey " " "

was not done, state for what reasons? Not due

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?

Latest date of internal examination of each boiler

Did Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 210 lb

Did Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

Did Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has shaft now been drawn and examined? No

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

Has 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?

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 3/32"

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

Is electric light and/or power fitted?

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

Now done:-

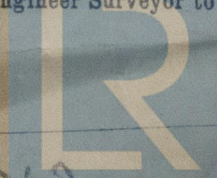
Vessel placed on slipway. The propeller, sternbush and all outside fastenings examined.
 Smokeytube type superheaters now fitted in accordance with the approved plans forwarded herewith.
 Steel steam pipes and cast steel stop valves now fitted.
 Valves, pipes, leaders & elements hyd tested in place to 630 lbs, and found tight and satisfactory.
 Installation examined under steam and found good.
 Safety valves adjusted under steam.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, as 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 L.M.C. 140 lb., F.D., &c.)

As far as now seen, is in safe working condition, eligible in my opinion to remain as classed, without fresh record

(per Section 29) £ : : Fees applied for 16 MAY 1935
 Special Damage or Repair Fee (if any) £ 3 : 3 : 0
 Travelling expenses (if chargeable) £ : :
 Committee's Minute FRI. 14 JUN 1935
 Assigned As now

W.B. Edwards
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

W414-0062