

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 (No. of Visits 8)

54064 on the Machinery of the Wood, Iron or Steel K. "Arab"
Tonnage Gross 422 Net 162 Vessel built at Beverley By whom Cook, Welton & Gemmell Ltd When 1933-10
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 Hull Voyage Fishing
of Donkey Boilers 1 Managers
Main Pressure Main Boilers 210 lb
Main Boilers 210 lb
Donkey Boilers 1
Surveyed Afloat or in Dry Dock LNER Slipway ST Andrew Dock (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER: *100A 1.5. Inboard, 34. Machinery and Boiler Surveys (including date of N.B., if any): LMC 10, 33

Particulars of Examination and Repairs (if any) High Superheater.
Special Surveys, when held, must be reported in detail and seriatim 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 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.

Where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom?
Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Was not done, state for what reasons? Not done

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? Jamel good.

Has Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 210 lb

Has Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

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

Has Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

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

Has screw 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 vite 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 foreward. Is electric light and/or power fitted? Complete

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, sternback and all outside fastenings examined.
Smoke tube 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 lb, 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, E.&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
Received by me 29.6.35
M.B. Edwards Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation

W414-0062