

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

(Received at London Office)

AUG 30 1939

Date of writing Report 25/8/1939 When handed in at Local Office 26 AUG 1939 Port of LIVERPOOL
 No. in Reg. Book 13249 Survey held at Leestwood Date, First Survey 17/8/39 Last Survey 23/8/1939
 on the Machinery of the Wood, Iron or Steel Sc. K. "RUDYARD KIPKING" (No. of Visits 3)

Gross 333 Vessel built at Selby By whom Cochrane & Sons Ltd. When 1921 Month 2
 Net 140 Engines made at Hull By whom C.D. Holmes & Co. Ltd. When 1921
 Nominal Horse Power 94 R Boilers, when made (Main) 1921 (Donkey) ✓
 No. of Main Boilers 153 Owners Sun Steam Trawling Co. Ltd. Owners' Address ✓
 No. of Donkey Boilers ✓ Managers ✓ Port Leestwood Voyage Fishing
 Steam Pressure in Main Boilers 200 lb ✓ Surveyed Afloat or in Dry Dock Wynne Dock
 in Donkey Boilers ✓ (State name of Dock.) a Shipway.

Last Report No. PortParticulars of Examination and Repairs (if any) By V.B.S.

Periodical Surveys, when held, must be reported in detail and variation 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.

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 ✓

as 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

" " Donkey " " " " ✓

this was not done, state for what reasons? ✓

what parts of the Boilers could not be thus thoroughly examined? ✓

so 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? ✓

the latest date of internal examination of each boiler 17/8/39

Present condition of funnel(s) efficient

the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 200 lb

the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

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

, and of the Donkey Boilers? ✓

the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boilers? ✓

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? ✓

shaft now been changed? ✓ If so, state reasons ✓

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? ✓

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 1/6"

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

Is electric light and/or power fitted? ✓

did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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 shipway. The propeller and all outside fittings examined and found satisfactory.
 Boiler and mountings opened out and examined internally. 13 plain tubes & 1 stay tube renewed in central nest and other minor repairs effected. A number of the remaining tubes are somewhat thin but remain tight and efficient. It is recommended these tubes be again examined about six months hence.
 Safety valves adjusted under steam.

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.M.S. 9.11, & L.M.C. 9.11, or any other classification, &c.)
 so far as now seen, is in safe working condition, eligible in my opinion to remain as classed with fresh record of B.S. 8.39, subject to a number of thin tubes being again examined about Feb. 1940.

Survey Fee (per Section 29) B.S. £2:0:0

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £

Committee's Minute LIVERPOOL

Signed B.S. 8.39 Subject

Fees applied for

28 AUG 1939

Received by me,

19

29 AUG 1939

Amos Edwards

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register

Foundation

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