

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

DEC -4 - 1939

Date of writing Report 1-12-1939 When handed in at Local Office 2-12-1939 Port of Milford Haven

No. in Reg. Book 15068 Survey held at Milford Date, First Survey 28-11-39 Last Survey 1-12-1939  
(No. of Visits 3)

on the Machinery of the Wood, Iron or Steel Sc. K. "TOGIMO"

Tonnage { Gross 290 Vessel built at Beverly By whom Cook Nelson & Gemmell Ltd When 1919 3  
Net 124 Engines made at Null By whom Amos & Smith Ltd When 1919  
Nominal Horse Power 87 Boilers, when made (Main) 1919 (Donkey) ✓  
No. of Main Boilers 1 Owners Jenkinson & Jones Owners' Address London Voyage Fishing  
No. of Donkey Boilers 1 Managers T. Jenkinson (If not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Afloat Port London  
in Donkey Boilers ✓ (State name of Dock.)

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 now required.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1</u>		<u>LMC 4-36</u>
<u>Stm Trawler</u>		<u>11-39</u>
<u>11-39</u>		<u>LMC 5-39</u>
<u>S.S. M.L. No 3-12-31</u>		
<u>S.S. M.L. No 1-36</u>		
<u>2-39</u>		

Last Report No. 5525 Port MilParticulars of Examination and Repairs (if any) Boiler repairs

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.

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 Not required

as a damage report made by anyone else? If so, by whom? No

and 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? ✓

and 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? ✓

state latest date of internal examination of each boiler ✓

Present condition of funnel(s) Efficient

and the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam?

and the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

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

, and of the Donkey Boilers?

and the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boilers?

is 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? ✓

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

is 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.

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

Is electric light and/or power fitted? ✓

so, 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

This Vessel had to be towed back to Milford by the S/T "Setten" from the fishing ground, through a C.C wing screwed stay breaking in the hole, and the screwed end with nut blew into C.C back. The Boiler had a thorough cleaning a week or so before when passing L.M.C.

I examined boiler with Eng. Engineer and found broken stay in star wing, a good stay and clean fracture, but bad thread in wrapper plate. A new stay was fitted a Eng. larger, with a good thread in hole, several nuts in all 3 backs removed and the plate reinforced with electric welding and a larger stay fitted with better thread.

I attribute the accident of leaks, to excessive hammering with windy hammers when sealing necks of screwed stays, loosening threads.

General Observations, Opinion, and Recommendation:— The Boiler of this Vessel, so far

(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.S.M.S. 9, 11, E.L.M.C. 9, 11, or E.L.M.C. 140 lb., F.D., &c.)

as seen, in good condition and eligible to remain as now classed without fresh record of survey

Survey Fee (per Section 29) £ : : ✓

Special Damage or Repair Fee (if any) (per Section 29.) £ : : ✓

Travelling expenses (if chargeable) £ : : ✓

Fees applied for

19

Received by me,

19

Committee's Minute

FRI. 15 DEC 1939

Assigned

As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W433-0178