

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

(Received at London Office JUL 4 1939)

Date of writing Report 1-7-39 When handed in at Local Office 1-7-39 Port of Milford Haven

No. in Reg. Book 65997 on the Machinery of the ~~Wood, Iron or Steel~~ *Se. K. WILLIAM HUMPHRIES* Date, First Survey and Last Survey 28-6-1939 (No. of Visits)

Tonnage { Gross 276 Net 110  
 Vessel built at Aberdeen By whom J. Suttie Tarry S. R. Co When 1918 12  
 Engines made at Birmingham By whom Bellis & Morcom When 1918  
 Boilers, when made (Main) 1918 (Donkey)  
 Owners Ritchie & Davies Owners' Address (if not already recorded in Appendix to Register Book.)  
 Managers - So - Port London Voyage Fishing  
 If Surveyed Afloat or in Dry Dock Slipway MIL (State name of Dock.)  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 5468 Port Mil

Particulars of Examination and Repairs (if any) *Looking New Owners*

(Periodical Surveys, when held, must be reported in detail and seriatim 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

Was 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*

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

If this was not done, state for what reasons? *Not prepared*

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

Also 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.

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes* To what pressure were they afterwards adjusted under steam?

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? *Yes* and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? *Yes* and of the Donkey Boilers?

Has screw shaft now been drawn and examined? *No* Is it fitted with continuous liner? *Yes* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *No*

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

Has 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 *18 F.*

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

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

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

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

*Vessel placed on slipway, and in company with Mr. Parkes of Flutwood and his Superintendent. Examined Propeller, outer end of screwshaft, and stern bush, and the Outside fastenings of the sea connections, and found in good Condition.*

*This Vessel has been sold to the Boston Deep Sea Fishing and Ice Co B. Parkes and has left this Port for Flutwood.*

General Observations, Opinion, and Recommendation:— *The Machinery of this Vessel, so far as seen is in good & efficient Condition & eligible to remain as now classed without fresh record of Survey.*

Survey Fee (per Section 29).....	£ : :	Fees applied for	19
Special Damage or Repair Fee (if any).....	£ : :	Received by me,	19
Travelling expenses (if chargeable).....	£ : :		

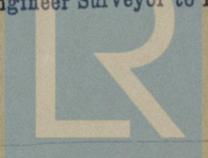
Committee's Minute *As now*  
Assigned

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 Steam Trawler 5-39 S.S. MIL No 3-1-35 S.S. MIL No 1-39		LMC 3 MS 5-39 BS 9-38 TSCL 1-38

The Surveyor is requested not to write on or below the space for Committee's Minute.

Is a Certificate required? If so, to be sent to

*C. E. Wilks.*  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W436-0112

It is submitted that  
this vessel is eligible to  
remain as CLASSEDA

True  
12.7.39



© 2019

Lloyd's Register  
Foundation