

## Report of Survey for Repairs, &amp;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 Survey held at Milford Date, First Survey and Last Survey 28-6-1939  
 Reg. Book. 65997 on the Machinery of the ~~Wm. Iron~~ Steel Sc. K. WILLIAM HUMPHRIES (No. of Visits)  
 Tonnage { Gross 276 Vessel built at Aberdeen By whom J. Suttie Torry S. R. Co When 1918 12  
 Net 110 Engines made at Birmingham By whom Bellis & Morcom When 1918  
 Nominal Horse Power 87 Boilers, when made (Main) 1918 (Donkey)  
 No. of Main Boilers 1 Owners Ritchie & Davies Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Managers — So — Port London Voyage Fishing  
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Slipway M.L.  
 in Donkey Boilers 1 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) Locking head cover

(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? 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

Present condition of funnel(s) Efficient

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

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

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

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

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

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? No

Has shaft now been changed? If so, state reasons Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now fitted been previously used? Has it a continuous liner? 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 ft.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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 screw shaft, 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

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

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

FRI. 21 JUL 1939

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 CLASSED

True  
12.7.39



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