

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

(Received at London Office)

JAN - 1 1940

Date of writing Report 29/12/39 When handed in at Local Office Port of NEWCASTLE-on-TYNE

No. in Reg. Book 16029 Survey held at NORTH SHIELDS Date, First Survey 21 Dec Last Survey 27 Dec 1939
 on the Machinery of the Wood, Iron or Steel TRAWLER S/S WILLIAM IVEY (No. of Visits 3)

Tonnage { Gross 202 Vessel built at WIVENHOE By whom RENNIE FOREST S.B. ENG & D.D. CO. LD. Year. Month. 1916 8
 Net 81 Engines made at COLCHESTER By whom R. G. MUMFORD LD. When 1918
 Nominal Horse Power 57 Boilers, when made (Main) 1918 (Donkey)
 No. of Main Boilers 1 S.B. Owners T. B. BILTON & SONS. LD. Owners' Address Port LONDON Voyage
 No. of Donkey Boilers 1 Managers BAIRD & T. L. CO. LD. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock (State name of Dock.)
 in Donkey Boilers 1

Last Report No. 97541 Port Nwe

Particulars 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.)

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

" " Donkey " " "

If this was not done, state for what reasons?

BS. NOT DUE FOR SURVEY.

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)

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?

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 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?

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.

BOILER REPAIRS: Centre furnace (plain) of boiler, found worn down locally at forward end, now jacked up as true as practicable, examined during and on completion of work found satisfactory and now in good condition.

General Observations, Opinion, and Recommendation:

(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.S.H.S. 9, 11, & L.M.C. 9, 11, or CS 3, 34,

seen is eligible in my opinion to remain as classed in the Register Book without fresh record of survey.

Survey Fee (per Section 20) £

Special Damage or Repair Fee (if any) (per Section 20.) £

Travelling expenses (if chargeable) £

Fees applied for

19

Received by me,

10

Committee's Minute

Assigned

TUE 16 JAN 1940

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

W437-0088

Yuan repaired

*It is submitted that
this vessel is eligible to
remain as CLASSED.*

Yuan

12.1.40



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