

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

(Received at London Office JUN 14 1939)

Date of writing Report 9/6/39 When handed in at Local Office 10 JUN 1939 Port of LIVERPOOL

No. in Reg. Book. Survey held at Blackwood Date, First Survey 26/5/39 Last Survey 6/6/1939
(No. of Visits 3)

13727 on the Machinery of the Wood, Iron or Steel Sc. R. "SEA SWEEPER"

Gross tonnage 389 Net 138 Vessel built at Beverly By whom Cook, Walton & Gemmill Ltd. When 1915

Nominal Horse Power 492 Engines made at Black By whom James & Smith Ltd. When 1915

No. of Main Boilers 1573 Boilers, when made (Main) 1915 (Donkey) -

No. of Donkey Boilers - Owners Dundas Steam Trawling Co. Ltd. Owners' Address -
(if not already recorded in Appendix to Register Book.)

Team Pressure in Main Boilers 200 lb. Managers - Port Blackwood Voyage Trading

in Donkey Boilers - Surveyed Afloat or in Dry Dock in dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplement).

Last Report No. 11040 Port Liv.

Particulars of Examination and Repairs (if any) B.S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 incidents 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

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? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

When this was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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 26/5/39 Present condition of funnel(s) efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lb.

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? Yes, 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? Yes, 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 as before

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?

Was 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

Now done:- Boiler & mountings opened out and examined internally. Several defective plain & stay tubes & C.C. side stays removed & other minor repairs effected. Safety valves adjusted under steam.

To complete the boiler survey the fore boiler steel requires to be doubled or renewed. The Owner says it is not possible to do this at present owing to lack of labour & proposes to carry out the repairs when the vessel is paid off about 3 months hence. The boiler is considered efficient in the meantime.

General Observations, Opinion, and Recommendation: The machinery of this vessel

is so far as now seen, in safe working condition, eligible in my opinion to remain as classed with fresh record of B.S. 6.39 when the survey is completed.

Survey Fee (per Section 20) B.S. £ 2 : 0 : 0 Fees applied for 10 JUN 1939
Special Damage or Repair Fee (if any) (per Section 20.) £ : :
Travelling expenses (if chargeable) £ : : Received by me, 3. 9 1939/1938

Committee's Minute As now
Assigned As now
Signature: M. B. Edwards
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
WH 4-0184

