Rpt. 9. No. 43038

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

(Received at London Office)

Date of writing Report ____ 19__ When handed in at Local Office 12.8. 1932 Port of HULL

No. in Reg. Book. Survey held at Hull. Date, First Survey 22.7.32 Last Survey 5.8. 1932 (No. of Visits 5)

81597. on the Machinery of the ~~Wood Iron~~ Steel Sc. K "~~Cymrea~~" Now "SIR MARK SYKES"

Tonnage { Gross 277. Net 113.

~~Nominal~~ R. Horse Power } 61.

No. of Main Boilers 1

No. of Donkey Boilers -

Steam Pressure— in Main Boilers

in Donkey Boilers -

Vessel built at Ayr. By whom Ailsa S.B. Co. Ltd When 1918

Engines made at Liverpool. By whom Fawcett, Preston & Co When 1918.

Boilers, when made (Main) 1918. (Donkey) —

Owners ~~Cygnet Stm. Fishing Co. Ltd.~~ THE FARNOL Steam Fishing Co Ld Owners' Address — (if not already recorded in Appendix to Register Book.)

Managers ~~T. Cardwell.~~ Port ~~Fleetwood~~ Hull Voyage Fishing

~~If~~ Surveyed Afloat ~~or~~ in Dry Dock St Andrews Dk & Slipway (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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)

Last Report No. ____ Port ____

Particulars of Examination and Repairs (if any) LMC

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 or 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

Do. " Donkey " " " ✓

If this was not done, state for what reasons? ✓

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

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? none, and of the Donkey Boiler?

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

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 ✓

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 the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the Survey, the Screwshaft requires to be drawn in for examination. The Owner's Super States this will be done at the earliest convenient opportunity. (See Hull Ltr 29/7/32)

Now done:- The boiler and its mountings & doors examined & found in good condition. Cylinders, pistons slides, spindles, crank & thrust shafting examined. Condenser and its connections. Air feed bilge & centrifugal pumps. 2 donkey pumps & pumping arrangement.

On Slipway the Propeller, outer end of Screwshaft & Sternbush, and the outside fastenings of the sea connections examined, sea cocks and discharge valves opened up cleaned, examined & found or placed in good working order.

Safety Valves adjusted under steam.

General Observations, Opinion, and Recommendation:— The Machinery & Boiler of this Vessel (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.&M.S. 9,11, or ✠ L.M.C. 9,11, 140 lb., F.D., &c.) is in good & efficient condition and eligible in my opinion to be classed in the Register Book LMC 8-32. and notation of TS deferred until seen.

Survey Fee (per Section 29) ____ £ :

Special Damage or Repair Fee (if any) (per Section 29.) See F.E.(N) rept. £ : :

Travelling expenses (if chargeable) ____ £ :

Fees applied for ____ 19__

Received by me, ____ 19__

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

Committee's Minute FRI. 26 AUG 1932

Assigned See F.E. Rpt.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

If Stockless, state Mechanical Tests

Insert Character of Ship and Machinery precisely as in the Register Book.

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

RETAIN

RETAIN

W465-0263

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