

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

(Received at London Office - 7 SEP 1936)

Date of writing Report Sept 5<sup>th</sup> 1936 When handed in at Local Office Sept 5<sup>th</sup> 1936 Port of GRIMSBY

No. in Reg. Book 62323 Survey held at GRIMSBY Date, First Survey Aug 26<sup>th</sup> Last Survey Sept 4<sup>th</sup> 1936  
on the Machinery of the ~~Wood, Iron or Steel~~ K. "NEBRIS" (No. of Vints 3)

Tonnage { Gross 303  
Net 121 Vessel built at Selby By whom Lochane & Sons Ltd. When 1912-10  
Engines made at Shell By whom Amos & Smith When 1912  
Nominal Horse Power 68 Boilers, when made (Main) 1912 (Donkey) -  
No. of Main Boilers 1 Owners Consolidated Fisheries Owners' Address -  
No. of Donkey Boilers 1 Managers Sir John S. Mansden Bart. Port GRIMSBY Voyage Fishing  
Steam Pressure in Main Boilers 180 If Surveyed Afloat and in Dry Dock Yes  
in Donkey Boilers Yes (State name of Dock.) Lick Sts.

Last Report No. - Port -

Particulars of Examination and Repairs (if any) BS. & 169

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 Yes

Was a damage report made by anyone else? If so, by whom? Yes

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

" " Donkey " " " " Yes

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

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? 180 lbs.

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 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? -

Has shaft now been changed? Yes 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? Yes Has it a continuous liner? Yes 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 1/16"

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

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

How done: - Beam and bailer with mountings, safety valves, manholes doors & fastenings, & placed in good condition; safety valves adjusted under steam as above.

Beam, propeller, after end of stern bush & outside fastenings of sea cocks & valves, found in order.

Repairs: A number of plain tubes renewed. Through stay in Staba box renewed. 5 c.c. cross dogs removed, built up in L.W. & refitted. P & S furnaces jacked up fair.

General Observations, Opinion, and Recommendation: - The Machinery of this Vessel, as far as

(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, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.) as seen in in good condition and in my opinion eligible to remain as classed and to have held record of B.S. 8-36

Survey Fee (per Section 29) BS £ 2: - Fees applied for 5-10-1936

Special Damage or Repair Fee (if any) (per Section 29) £ : Received by me 2-11-1936

Traveling expenses (if chargeable) £ : self and for 12/20 Smith  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute BS 9.36 FRI. 18 SEP 1936

Assigned BS 9.36



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS

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

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

BS held.  
A number of plain tees renewed.  
Some combusted chamber guides  
refitted.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

2 frames fixed.

It is submitted that  
this vessel is eligible for  
THE RECORD. BS 9. 26.

14  
2/15/96

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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