

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

No. 56445

18 DEC 1935

Date of writing Report 14-12-35

(Received at London Office)

When handed in at Local Office 16-12-35

Port of Glasgow

No. in Reg. Book. Survey held at Bowling

Date, First Survey 16-12-35 Last Survey 9-12-1935

28954 on the Machinery of the Wood, Iron or Steel *LOUGH FISHER*

Gross 415
Net 160

Vessel built at *Bonnah's Quay*

By whom *J. Grichton & Co. Ltd.*

(No. of Vents 7)

Nominal Horse Power 50

Engines made at *Chester*

By whom *J. Grichton & Co. Ltd.*

When 1921-3m

No. of Main Boilers 153

Boilers, when made (Main) 1921

(Donkey)

When 1921

No. of Donkey Boilers

Owners *J. Fisher & Co. Ltd.*

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port *Barnes*

Voyage

Steam Pressure in Main Boilers 120 lb.

Managers *J. Fisher & Co. Ltd.*

In Donkey Boilers

If Surveyed Afloat or in Dry Dock *Afloat in Lough*

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, &c. for Special Survey Date of last Survey and of Periodical Surveys.	Year and month when last surveyed.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100A1</i>	<i>8.35</i>	<i>ILMC</i>
<i>SS. 17.3</i>	<i>10.33</i>	<i>MS 10.33</i>
		<i>BS 8.35</i>
		<i>T.S. (CL) 10.33</i>
<i>CB. not fitted</i>		

Last Report No.

Port

Particulars of Examination and Repairs (if any) *Damage*

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 details 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 *No. Not required.*

Is a damage report made by anyone else? If so, by whom? *No. Underwritten Surveyor.*

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No.*

" " Donkey "

his was not done, state for what reasons?

No. due.

parts of the Boilers could not be thus thoroughly examined?

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?

last date of internal examination of each boiler?

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boiler?

shaft now been drawn and examined? *Yes*

Is it fitted with continuous liner? *Yes*

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *No.*

now been changed? *No* If so, state reasons:

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?

of examination of Screw Shaft 26-12-35 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Is electric light and/or power fitted? *No.*

line parts, when referred to by numbers, should be counted from forward.

vey is not complete, state what arrangements have been made for its completion and what remains to be done *Complete.*

Damage stated to have been caused through vessel being driven ashore in Ardmore Bay, Carradon during heavy gale on 19th October 1935. Please see also the Log Books.

placed on Slipway. The following examined & found in good order:-
the stern bush, sea cocks, valves, underwater fastenings, screw shaft (drawn inboard)
to shaft, crank shaft with bearings, condenser under test, feed & high pumps, main
lating pump, general service & donkey feed pump, pumping arrangements, windlass &
ing Engines.

owing to wear on the screw shaft liner, blow holes are showing below the surface. These
to extent through the thickness of the liner and it is efficient in my opinion for a
2 years service. The Owners have agreed to renew this liner at 55 2nd 11/1 due
Limit letter attached.

Observations, Opinion, and Recommendation:— *See following sheet*

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., E.D., &c.)

good order, and eligible in my opinion to remain as classed and to
push notation T.S. (CL) 12-35. Subject to the T.S. liner being renewed in
16/12/35.

Damage or Repair Fee (if any) (per Section 29.) £ 6 : 6 : 0

Expenses (if chargeable) £ :

Fees applied for 17 DEC 1935

Received by me, 8-1 1936

Committee's Minute GLASGOW 17 DEC 1935

TUE. 11 FEB 1936

As noted. Note sheet. Note limit.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W494-0087

S.S. "LOUGH FISHER"

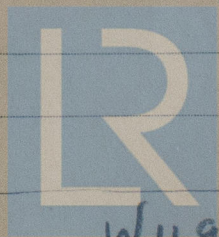
Damage (contd).

Repairs. An existing patch on main condenser was found leaking under test. This patch was removed and a new layer patch fitted with salia bolts. This proved sound & tight under further test.

Steam bush rewooded.

2 main feed pump rams skinned & new neck & gland bushes fitted.

20.



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