

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

(Received at London Office)

AUG 10 1939

Date of writing Report 31/7/1939 When handed in at Local Office 2 AUG 1939 Port of LIVERPOOL
 No. in Reg. Book. Survey held at Fleetwood Date, First Survey 20/7/39 Last Survey 27/7/39
06709 on the Machinery of the Wood, Iron or Steel Sc. K. "DAVARA" (No. of Visits 5)
 Tonnage { Gross 291 Vessel built at Selby By whom Cochrane & Sons, Ltd When 1912 Month 3
 Net 116 Engines made at Hull By whom C.D. Holmes & Co. Ltd When 1912
 Nominal Horse Power 892 Boilers, when made (Main) 1912 (Donkey) ✓
 No. of Main Boilers 153 Owners Maunt Steam Fishing Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers ✓ Managers Sir George E. F. Moody Port Fleetwood Voyage Fishing
 Steam Pressure in Main Boilers 180 lb ✓ Surveyed Afloat or in Dry Dock Wye Dock & Slipway
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) B.S. 7.39, 4.39

(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? Yes

" " 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? ✓

State latest date of internal examination of each boiler 24/7/39 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? 180 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? 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? ✓ 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 5/16"

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. (See also first part of 112546)

Now done:- At request of Owners examined boiler and mountings internally and externally; all plain tubes and a number of stay tubes in the centre nest now renewed and other minor repairs effected. Repairs examined on completion found satisfactory & the safety valves adjusted.

Vessel placed on shipway. The propeller and all outside fastenings examined and found satisfactory. As the vessel could not remain on the shipway it was accordingly recommended that the stern bush be renewed at the next docking, about 3-4 months hence.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, so far as now seen, is in safe working condition, eligible in my opinion to remain as classed, with fresh record of B.S. 7.39, subject to the stern bush being renewed at next docking, about 11.39.
 (The records may now be removed from the file in regard to the boiler tubes)

Survey Fee (per Section 29) B.S. 2:0:0 Fees applied for 19
 Special Damage or Repair Fee (if any) 1:1:0 - 3 AUG 1939
 (per Section 29.)
 Travelling expenses (if chargeable) 2:9:19 Received by me, 29/7/39
10 AUG 1939

Committee's Minute LIVERPOOL
 Assigned As now Subject
B.S. 4.39 EBH
W 509 - 0052

Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation

