

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

26 AUG 1936

(Received at London Office)

Date of writing Report Aug 24<sup>th</sup> 1936 When handed in at Local Office Aug 24<sup>th</sup> 1936 Port of Grimsey

Survey held at Grimsey Date, First Survey 14/8/36 Last Survey 24/8/36 19

909 on the Machinery of the ~~Wood, Iron or Steel~~ K. WYNDHAM (No. of Visits 5)

Age { Gross 303  
 Net 157 Vessel built at Selby By whom Cochrane & Sons Ltd When 1916-8  
 Main Power { 84 Engines made at Grimsey By whom Gt. Cent. Co-op. Gr. Co. When 1916  
 Main Boilers 1 Boilers, when made (Main) 1916 (Donkey) -  
 Donkey Boilers 200 Owners Consolidated Fisheries Ltd Owners' Address -  
 Main Boilers 200 Managers Sir John D. Mansden Bart. Port Grimsey Voyage Fishing  
 Donkey Boilers - If Surveyed Afloat and in Dry Dock Yes  
 (State name of Dock.) Lick Lochs. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Skgs. mounted Repairs

Medical Surveys, when held, must be reported in detail and seriation in the terms of the Rules. State clearly 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 the nature and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined -

Has a damage report made by anyone else? If so, by whom? -

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

Do you personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

Was a special examination of the Donkey Boilers 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? -

What is the latest date of internal examination of each boiler? -

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? -

Has the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? -

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? -

Has the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? -

Has the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? -

Has the screw 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? Yes

Has the after shaft now been changed? Yes If so, state reasons -

Has the screw 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? Yes

State of examination of Screw Shaft Complete State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16

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

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

How done: Examined propeller, after end of stern bush & all outside fastenings of sea cocks & valves Examined crank shaft; nos. 3 & 4 journals found slack & are now being renewed.

No. 3 journal: B.2954 C.R.R. 22/5/36. L.R. 2098 C.R.R. 20/5/35 Material used for renewal.

cover halves of all main bearings re-metalled, & shaft being signed.

General Observations, Opinion, and Recommendation: The machinery of this vessel, as far as now seen is eligible in my opinion to remain as classed without fresh record of survey.

Fee (per Section 29) £ : : Fees applied for 19  
 Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19  
 Other expenses (if chargeable) £ : :  
 J. L. Smith, Engineer Surveyor to Lloyd's Register of Shipping.  
 FRI. 11 SEP 1936  
 Committee's Minute signed As now

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

9910-915M

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



