

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

Date of writing Report 9<sup>th</sup> November 1937 When handed in at Local Office 9<sup>th</sup> November 1937 Port of Belfast (Received at London Office NOV 15 1937)

No. in Reg. Book 24839 Survey held at Belfast Date, First Survey 4.11.37 Last Survey 4<sup>th</sup> November 1937 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel s/s "FERMANAGH"

Tonnage { Gross 355 Vessel built at Aberdeen By whom J. Lewis & Sons Ltd. When 1927-1  
 Net 143 Engines made at Aberdeen By whom J. Lewis & Sons Ltd. When 1927  
 Nominal Horse Power 50 Boilers, when made (Main) 1927 (Donkey)  
 No. of Main Boilers 158 Owners John Kelly Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Managers W. Clark Port Belfast Voyage Coasting  
 Steam Pressure in Main Boilers 200 lbs. If Surveyed Afloat or in Dry Dock Hamillan Dry Dock (State name of Dock.)  
 in Donkey Boilers ✓

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

Particulars of Examination and Repairs (if any) Docking

(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.

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?

Do. " Donkey " "

If this was not done, state for what reasons? B.S. Not Due

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

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

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?

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, 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? ✓ 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 3/16"

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

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

Now Done. Vessel in Dry dock - Examined Propeller - After end of stern bush under water fastenings - found in order

## General Observations, Opinion, and Recommendation:— The Machinery of this Vessel—so far

(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.)

as now seen - is in good condition - eligible in my opinion - to remain as classed without fresh record of survey

Survey Fee (per Section 29)..... £ : : Fees applied for  
 Special Damage or Repair Fee (if any)..... £ : :  
 (per Section 29.)  
 Travelling expenses (if chargeable)..... £ : :  
 Received by me, 19

Committee's Minute

Signed As now

TUE. 30 NOV 1937

W524-0253

John E. Martin  
 Engineer Surveyor to Lloyd's Register of Shipping.



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 Foundation



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