

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

Date of writing Report: 24-1-1939

When handed in at Local Office

25 JAN 1939

(Received at London Office)

25 JAN 1939

Port of Ipswich.

No. in Reg. Book. Survey held at Lowestoft.

Date, First Survey and Last Survey 24-1-1939

74937 on the Machinery of the Wood, Iron or Steel S.S. "GEORGE FRUSHER"

(No. of Visits on)

Tonnage Gross 662
Net 267

Vessel built at Paisley

By whom J. Tulliston & Co.

Year. Month.

When 1901 8

Nominal Horse Power 126

Engines made at Glasgow

By whom W. V. Lidgerwood

When 1901

No. of Main Boilers on

Boilers, when made (Main) 1901

(Donkey) NDB-18.

No. of Donkey Boilers on

Owners Consociation Fishers, Ltd.

Owners' Address

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

Steam Pressure in Main Boilers 130 lb

Managers John D. Marsden, Port.

Port Lowestoft Voyage Rly to.

in Donkey Boilers 100 lb

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Lucy

Last Report No. 106431 Port Ler

Particulars of Examination and Repairs (if any) Comp. B.S.

(Periodical Surveys, when held, must be reported in detail and verbatim 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?

" " 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

Present condition of funnel(s)

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 Boilers?

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

, and of the Donkey Boilers?

Is screw shaft now been drawn and examined?

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?

Is shaft now been changed? If so, state reasons

Is 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

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

Is electric light and/or power fitted?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

how done:

Donkey Boiler examined under Steam
& its Safety valves adjusted to 90 lbs 0"

Complete

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, R.S. 9, 11, B.S. 9, 11, & L.M.C. 9, 11, or S.L.M.C. 140 lb., F.D., &c.)

is in a safe working condition & eligible in my opinion to remain as classed and to have record of B.S. 9.38.

Survey Fee (per Section 29)

£

Fees applied for

19

Special Damage or Repair Fee (if any)

£

Received by me,

19

Calling expenses (if chargeable)

£

Committee's Minute

FRI 3 FEB 1939

Signed

Refered for Bd No. 3
B.S. 9.38

Byrrell
Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register
Foundation

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