

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

No. 106875

(Received at London Office 25 JAN 1939)

Date of writing Report: 24-1-39 When handed in at Local 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. Engines made at Glasgow. By whom J. Fullerton & Co. When 1901 8. Nominal Horse Power 126. Boilers, when made (Main) 1901. By whom W.V. Lidgerwood, When 1901. (Donkey) NDB-18. Owners Confidential Fishin, Ltd. Managers John D. Marsden, Part. Owners' Address (if not already recorded in Appendix to Register Book.) Port Lowestoft. Voyage Rly to. No. of Main Boilers on. No. of Donkey Boilers on. Steam Pressure in Main Boilers 130 lb. If Surveyed Afloat or in Dry Dock (State name of Dock.) Lucy. in Donkey Boilers 100 lb.

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 summarized 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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.

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

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

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

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

Has screw shaft now been drawn and examined? Is it fitted with continuous liner?

Has shaft now been changed? If so, state reasons.

Has the shaft now fitted been previously used? Has it a continuous liner?

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.

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.

how done: *Completed*

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

## General Observations, Opinion, and Recommendation:—

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

*Seen to be in a safe working condition & eligible in my opinion to remain as classed and to have record of B.S. 9-38.*

Fees applied for: Survey Fee, Damage or Repair Fee, Calling expenses. Received by me.

FRI 3 FEB 1939

*Syrell*  
Engineer Surveyor to Lloyd's Register of Shipping.

Submitted's Minute  
Signed *Referred for Prod No. 3 B.S. 9.38*

W150

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

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