

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

(Received at London Office

19 DEC 1933

Date of writing Report

When handed in at Local Office

18 DEC 1933

Port of

HULL

No. in Reg. Book

Survey held at

Gool

Date, First Survey

11.12.33

Last Survey

11.12.1933

(No. of Visits

2)

22619 on the Machinery of the ~~Wood, Iron or Steel~~

Sc. Sh. "Broomfleet"

Tonnage { Gross 854  
Net 408

Vessel built at

Middlesboro

By whom

W. Harkness & Son Ltd When 1915-11

REG  
Horse Power { 97

Engines made at

Sunderland

By whom

Mac boll & Pollock Ltd When 1915

No. of Main Boilers

Boilers, when made (Main)

1915

(Donkey)

1915

No. of Donkey Boilers

Owners

Ebor S. S. Co. Ltd.

Owners' Address

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

Port

Gool

Voyage

Steam Pressure in Main Boilers

180 lb

If Surveyed Afloat or in Dry Dock

Gool No 1 D.D.

in Donkey Boilers

85 lb

Last Report No.

Port

Condition

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

(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?

no

no

Do. " Donkey " " " " "

If this was not done, state for what reasons?

B.S. not due - Please see Hull Reports 43695 and 43813.

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?

85 lb

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?

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

1/8"

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.

How done.

Vessel in dry dock; the propeller, stern bush, sea connections and fastenings examined and found good.

Completion of B.S.

The Donkey Boiler safety valves adjusted under steam to pressure stated.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel

(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 and eligible in my opinion to remain as classed with fresh record of B.S. 5.33 as previously recommended.

Survey Fee (per Section 29)

£

:

:

Fees applied for

19

Special Damage or Repair Fee (if any)

£

:

:

Received by me,

Travelling expenses (if chargeable)

£

:

:

19

Committee's Minute

FRI. 29 DEC 1933

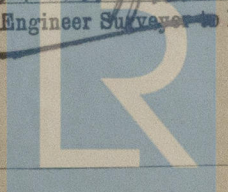
TUE 9 JAN 1934

Assigned

B.S. 5.33

B. Moffatt

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W563-0041



*P.D. due 1.33 Now Completed*

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

*It is submitted that  
this vessel is eligible for  
THE RECORD.*

*P.D. 5.33*

*Y.R.  
28.12.33*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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