

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

(Received at London Office)

MAY 24 1940

23 MAY 1940

Port of

HULL

Date of writing Report

When handed in at Local Office

19

No. in
Reg. Book.

Survey held at

Hull

Date, First Survey

6.5.40.

Last Survey

9.5.1940

(No. of Visits)

10518

on the Machinery of the Wood, Iron or Steel

K. LOCH INVER.

60549

Gross

356

Tonnage

Net

151

Nominal
Horse Power

96 A.H.P.

No. of Main Boilers

One

No. of Donkey Boilers

nil

Steam Pressure—

200 lb.

in Main Boilers

in Donkey Boilers

Vessel built at

Beverley

By whom

Book-Welton & Gemmell Ltd

Engines made at

Hull

By whom

B.D. Holmes & Co Ltd

Boilers, when made (Main)

1930

(Donkey)

Owners

Owners' Address

Baledonian Fishing Co. Ltd.

(if not already recorded in Appendix to Register Book)

Managers

Port

Voyage

If Surveyed Afloat or in Dry Dock

St Andrews Dock

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.

* 100 A-1. STM

TAWLER. 7-39

* LMC 10-38

B.S. 7-39

S.S. Hull. N° 2-38

T.S. cl. N. 7-39

Last Report No. 50164 Port Hull

Particulars of Examination and Repairs (if any) 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?

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 these 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?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used?

State date of examination of Screw Shaft

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

If so, 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

Now done.

Boiler examined in its entirety, together with

safety valves and mountings, all found & placed in good

order.

Boiler examined under steam, and the safety

valves adjusted to the above stated pressure.

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

vessel so far as now seen is in an efficient condition, and

eligible in my opinion to remain as classed, and to have

recd of B.S. 15-40

Survey Fee (per Section 29) £ 2 : 0 : 0

Special Damage or Repair Fee (if any) £ :

Travelling expenses (if chargeable) £ :

Committee's Minute

Assigned

Fees applied for

23 MAY 1940

Received by me,

19

MAY 31 1940

John Douglas

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W56-0179

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

Bl 5240

29/5/40

29/5/40

[illegible]

К. ПОЧ. ИНЕР.

22nd

James B. Smith

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live
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