

L. 9. No. 18111
Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office -7 SEP. 1932)

of writing Report 25/8 1932 When handed in at Local Office 25/8 1932 Port of Grimby
 in Survey held at Grimby Date, First Survey 13/4/32 Last Survey 26/8 1932
712 on the Machinery of the Wood, Iron or Steel se. k. "Lycyon" (No. of Visits 9)

Gross 283 Vessel built at Beresley By whom Cook, Well & Kempell When 1906-8
 Net 120 Engines made at Hull By whom Amos & Smith When 1906
 RHP 92 Boilers, when made (Main) 1932 (Donkey)
 Final Power 87 Owners Harold Sm. Fishing Co Owners' Address Walsay
 Main Boilers 200 Managers Walsay Port Grimby Voyage Walsay
 Donkey Boilers 200 If Surveyed Afloat or in Dry Dock both Docks
 (State name of Dock.) Dry Dock

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

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Years assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1		+LMC 9,28
Str Trawler		BS 7,31
7,31		CL 7,31
SS No 103-11,29		
SS No 102-28		

Report No. Walsay Port Grimby
 Particulars of Examination and Repairs (if any) Special Survey

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 the nature of the damage, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services or this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom? NO

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? NO

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? NO

Where a thorough examination was not done, state for what reasons? New boiler installed as per Rpts. 5a attached

What parts of the Boilers could not be thus thoroughly examined? NO

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? NO

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 200 LB.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? NO

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes , and of the Donkey Boilers? NO

Did the Surveyor examine the drain plugs of the Main Boilers? yes , and of the Donkey Boiler? NO

Did the Surveyor examine all the mountings of the Main Boilers? yes , and of the Donkey Boiler? NO

Has the screw shaft now been drawn and examined? NO Is it fitted with continuous liner? NO Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? NO

Has the shaft now been changed? NO If so, state reasons NO

Has the shaft now fitted been previously used? NO Has it a continuous liner? NO Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? NO

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 16"

Is the survey complete, state what arrangements have been made for its completion and what remains to be done complete.

How done:-
 Vessel placed in dry dock, propeller, after end of stern bush, sea connections & outside fastenings examined. The main engine removed from the vessel to the Shop. Cylinders, pistons, valves, crank & thrust shafts, pumps, condenser & pumpjacking arrangements examined. The boiler removed from the vessel & a new boiler has been securely fitted on board & safety valves adjusted as above. The bypass safety valve that has been fitted to the new boiler, the remainder of the mountings fitted being new.

Repairs:- Shipside blow down plug removed. Main injection valve seat renewed. All piston rods & valve spindles skimmed up. Crankshaft

General Observations, Opinion, and Recommendation:- over
 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, R.&M.S. 9,11, or S.L.M.C. 9,11, 140 lb., F.D., &c.)

The machinery of this vessel is eligible, in my opinion, to remain as classed & to have records of +NB 8,32 +LMC 8,32 amended the Register Book as follows:-
84 N.H.P.
3 p.f. 9.5.47.5 H.S. 1540

Fee (per Section 29) £ 6:0:0 Fees applied for 6-9-1932
 Damage or Repair Fee (if any) £ 1:0:0
 Other expenses (if chargeable) £ 1:0:0 Received by me, 3-10-1932
 Clive Bell
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 16 SEP 1932
 Signed + L.M.C. 8,32
+NB 8,32
 Certificate written 10.10.32

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

Is a Certificate required, so, to be sent to



