

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

(Received at London Office)

JUN 10 1939

Date of writing Report 9-6-1939, When handed in at Local Office 9-6-1939 Port of HULL

No. in Book 593 Survey held at Hull Date, First Survey end. Last Survey 5.6.1939
(No. of Visits one)

on the Machinery of the ~~Wood, Iron or~~ Steel K "LORD INCHCAPE" Year. Month.

Gross 338 Vessel built at Selby By whom Bochrane & Sons, Ltd When 1924-12
Net 137 Engines made at Hull By whom L.B. Holmes & Co, Ltd When 1924-12

Original Net Power 96 Boilers, when made (Main) 1924 (Donkey) ✓

of Main Boilers 1 Owners Hellyer Bros, Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
of Donkey Boilers ✓ Managers ✓ Port Hull Voyage Fishing

Main Boilers 200 lb If Surveyed Apartment in Dry Dock L.N.E.R. Slipway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
(State name of Dock.) St. Andrews Dock.

Donkey Boilers ✓ st Report No. Port

Particulars of Examination and Repairs (if any) Nothing.

Medical 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 ✓

Is 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

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

Was this not done, state for what reasons? Not due at this time.

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

What is the latest date of internal examination of each boiler? Present condition of funnel Efficient

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? ✓

Has the 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 the 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? ✓

What is the date of examination of Screw Shaft? ✓ State the distance between lignum vite 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? ✓

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Now Done:-
Vessel placed on Slipway.
Propeller, sternbush, & outside fastenings examined.
Wear down as above.

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

CS 8,34,

so far as now seen, is in an efficient condition, & eligible, in my

opinion, to remain as classed, without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for

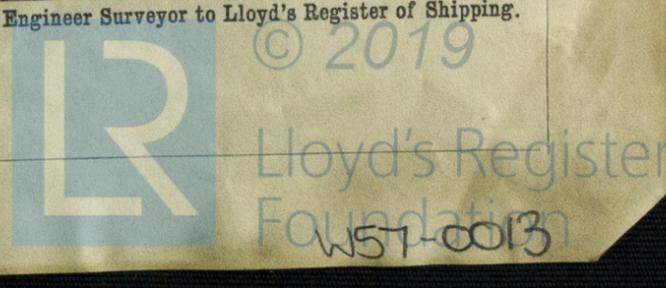
Special Damage or Repair Fee (if any) £ : : 19

(per Section 29.)

Travelling expenses (if chargeable) £ : : Received by me, W. Stonehouse

Committee's Minute TUE 27 JUN 1939 Engineer Surveyor to Lloyd's Register of Shipping.

Assigned As now



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

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

It is submitted that
this vessel is eligible to
remain as CLASSED.

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2/19/6/32

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И. Г. ТОД. ИСКУССТВО.

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