

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

9 SEP 1929

(Received at London Office)

Date of writing Report 7.9.29 When handed in at Local Office 7 Sept 29 Port of **HULL**  
 No. in Reg. Book. Survey held at **HULL** Date, First Survey 28 Aug Last Survey 6 Sept 1929  
 07567 on the Machinery of the ~~Wood, Iron or Steel~~ **Se. K. "ESKE"**  
 Tonnage { Gross 290. Vessel built at **SELBY** By whom **COCHRANE & SONS** When 1906-1.  
 Net 119. Engines made at **HULL** By whom **C. D. HOLMES & CO.** When 1906.  
 Nominal Horse Power 70. Boilers, when made (Main) 1906. (Donkey)  
 No. of Main Boilers 1SB. Owners **S. COLLINSON** Owners' Address (if not already recorded in Appendix to Register Book).  
 No. of Donkey Boilers 1. Managers **S. COLLINSON** Port **HULL** Voyage **Fishing**  
 Steam Pressure in Main Boilers 200 LBS. If Surveyed Afloat or in Dry Dock **ST. ANDREWS**  
 in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) **B.S. & Donkey**

(Periodical Surveys, when held, must be reported in detail and seriatim 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? **yes.**

Do. " Donkey " " "

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?

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

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? **yes.** , and of the Donkey Boiler?

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? **yes.** , and of the Donkey Boiler?

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

Has shaft now been changed? **yes** If so, state reasons

Has the shaft now fitted been previously used? **yes** Has it a continuous liner? **yes** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? **1/8"**

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done?

**How done:- Examined Boiler internally & externally with mountings safety valves, man hole doors & fastenings.**

**Repairs wear & tear.**

**Bottom man hole door built up by electric welding.**

**2 No. screw stay nuts renewed.**

**2 No. safety valves renewed.**

**Vessel placed on slipway, propeller, aft. end of tail shaft, sea fastenings examined & found in good condition**

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.)

**so far as now seen is in good condition & is eligible in our opinion to remain as now classed with fresh record B.S. 9-29.**

Survey Fee (per Section 28) **B.S. £2.0.0**

Special Damage or Repair Fee (if any) **£**

Travelling Expenses (if chargeable) **£**

Fees applied for

7 Sept 29

Received by me,

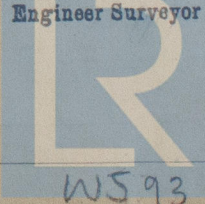
28.9.29

**R. B. Grier.**

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **TUE. 27 SEP 1929**

Assigned **B.S. 9-29**



Lloyd's Register  
Foundation

WS 93



18.9.29. Nov 1929

Working

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

18.9.29

Wm

18.9.29

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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.



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