

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

(Received at London Office 23 AUG 1934)

Date of writing Report 21-8-34 When handed in at Local Office 21-8-34 Port of Grimsby  
 No. in Reg. Book. 62805 Survey held at Grimsby Date, First Survey 31-7-34 Last Survey 17-8-1934  
 on the Machinery of the Wood, Iron or Steel K "MACLEAY" (No. of Visits 4)  
 Tonnage { Gross 317 Vessel built at Selly By whom Cochrane & Sons Ltd When 1913-11  
 Net 127 Engines made at Hull By whom C.D. Holmes & Co Ltd When 1913  
 Nominal Horse Power { 83 Boilers, when made (Main) 1913 (Donkey)   
 No. of Main Boilers 1 Owners Consolidated Fisheries Ltd Owners' Address \_\_\_\_\_  
 No. of Donkey Boilers  Managers Sir John D. Manden Bart Port Grimsby Voyage Fishing  
 Steam Pressure in Main Boilers 200lb If Surveyed Afloat  in Dry Dock Fish Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers  (State name of Dock.)

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Ohg & B.S.

(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

" " 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?

State latest date of internal examination of each boiler 3-8-34

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200lb D

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 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? Yes, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? No 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.

Now done: Vessel placed in dry dock, propeller, outer end of stern bush & fastenings of sea connections examined.

The boilers & its mountings examined throughout, placed in good order & safety valves adjusted as stated.

Repairs: Port & Starboard Furnaces set up fair, 4 C.C. stays renewed.

A number of tubes expanded & several wasted parts on furnaces reinforced by E. Welding.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel as far as now seen is eligible in my opinion to remain as classed with fresh record of B.S. 8.34

Survey Fee (per Section 29) £ 2 : 0 : 0  
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :  
 Travelling expenses (if chargeable) £ : :  
 Fees applied for 22.8.1934  
 Received by me [Signature]

Committee's Minute TUE. 4 SEP 1934  
 Assigned [Signature]

[Signature]  
 Engineer Surveyor to Lloyd's Register of Shipping.



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

*Pro. du 6-3-34 Skel  
Mun. repair effected*

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.

*If it is submitted that  
this vessel is eligible for  
THE RECORD.*

*Pro 8-34*

*Mun  
1-9-34*

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