

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

Date of writing Report _____ When handed in at Local Office 24 FEB. 1930 Port of LIVERPOOL
 No. in Reg. Book 09604 Survey held at Fleetwood Date, First Survey 19.2.30 Last Survey 20.2.1930
 on the Machinery of the Wood, Iron or Steel Sc. K. Saxon (No. of Visits 2)
 Tonnage { Gross 239 Vessel built at North Shields By whom Smith's Dock Co. Ltd. When 1907-10
 Net 93 Engines made at Sunderland By whom McCabe & Pollock When 1907
 Nominal Horse Power 57 Reg. Boilers, when made (Main) 1907 (Donkey) ✓
 No. of Main Boilers 150 Owners Saxon Steam Trawlers Ltd. Owners' Address _____
 No. of Donkey Boilers nil Managers New Bocks Steam Trawling Co. (Fleetwood) Port Fleetwood Voyage _____
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Fish Dock, Slipway
 in Donkey Boilers ✓ (State name of Dock.) _____

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking + T.S.

(Periodical Surveys, when held, must be reported in detail and serially 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? No

Do, " Donkey " " " ✓

If this was not done, state for what reasons? B.S. not due.

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? ✓

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 Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Yes 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? No 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fit.

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 on slipway. Examined propeller, screwshaft, sternbush and all outside fastenings. Sternbush rewooded throughout.

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 S.E.M.C. 9.11, 140 lb., F.D., &c.)

is so far as seen in efficient condition and eligible, in my opinion, to remain as classed with fresh record of screwshaft (C.L.) seen 2.30.

Survey Fee (per Section 28) £ : : _____

Special Damage or Repair Fee (if any) (per Section 28.) £ : : _____

Travelling expenses (if chargeable) £ : : 15: 0 _____

Fees applied for

25 FEB. 1930

Received by me, E.C.B.

25 FEB. 1930

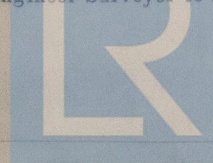
Committee's Minute

Assigned

As now

T.S. 2.30 Ch.

W.S. Shields
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

W611-0063

Joehung Screwshaft end

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.

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

S. 2. 30

$\frac{1}{Rm}$

27.2.30

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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