

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

Date of writing Report 17.8.29 When handed in at Local Office 19 AUG. 1929 Port of LIVERPOOL

No. in Reg. Book 9678 Survey held at Hestwood Date, First Survey July 31 Last Survey Aug 15 1929 (No. of Visits 6)

Tonnage { Gross 288 Net 115 Vessel built at Selby By whom Cochran & Sons Ltd When 1913-6
Nominal Horse Power 79 Engines made at Hull By whom C.D. Holmes & Co Ltd When 1913
No. of Main Boilers One Boilers, when made (Main) 1913 (Donkey)
No. of Donkey Boilers Owners Lancashire Steam Fishing Co Ltd Owners' Address Port Hestwood Voyage
Steam Pressure in Main Boilers 200 Managers C. Young
in Donkey Boilers If Surveyed Afloat or in Dry Dock in Dry Dock & Ship (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) * L.M.C.

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?

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? To what pressure were they afterwards adjusted under steam? 200 lbs/sq in

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? None, 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? No

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? 3/16"

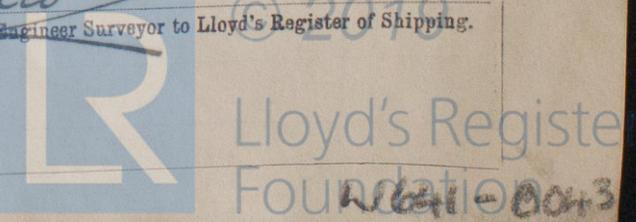
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete.

Vessel placed on slip: the propeller, outer end of bush, sea connections & fastenings examined. All cylinders, pistons, valves, crank & thrust shafting, condenser, auxiliaries, pumps with valves & connections examined & placed in good condition. Main steam pipe annealed & tested (400 lbs/sq in). The Boiler examined internally & externally with mountings & found in good condition. Safety valves afterwards adjusted under steam as above. W.T. Repairs: Crank shaft lifted, journals skinned, main bearings re-metalled, shaft re-bedded & lined up. HP & MP. bottom ends re-metalled. One of flange of main steam pipe re-brayed. A number of condenser tubes renewed. Valves & seats renewed as necessary.

General Observations, Opinion, and Recommendation: The Machinery of this Vessel is in good condition and eligible to remain as classed with fresh record of + L.M.C. 8.29.

Survey Fee (per Section 28) LMC £ 6.0.0 Fees applied for 20 AUG 1929
Special Damage or Repair Fee (if any) £ : :
Travelling Expenses (if chargeable) £ : 13.0 Received by me 3.10.29
Committee's Minute LIVERPOOL 20 AUG 1929
Assigned + L.M.C. 8:29

C. H. Jones
Engineer Surveyor to Lloyd's Register of Shipping.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

In a Certificate required? If so, to be sent to this office.

