

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

(Received at London Office

11 FEB 1931

Date of writing Report

6. 2. 31

When handed in at Local Office

- 9 FEB. 1931

Port of

Liverpool

No. in  
Reg. Book.

Survey held at

Fleetwood

Date, First Survey

+ Last Survey

4 Feb 1931

(No. of Visits

one)

60802 on the Machinery of the ~~Wood, Iron or Steel~~

Sc. K "DAILY MAIL"

Tonnage

Gross 386  
Net 165

Vessel built at

Middlesbrough

By whom

Smith's Dock Co. Ltd.

When

1930 6

Nominal  
Horse Power

99 R

Engines made at

D.

By whom

D.

When 1930

No. of Main Boilers

L.S.B.

Boilers, when made (Main)

1930

(Donkey) ✓

Owners Boston Deep Sea Fishing &amp; Ice Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers

Nil.

Managers

B.A. Parkes

Port

Fleetwood Voyage

Steam Pressure

200 lb.

If Surveyed Afloat or in Dry Dock

Fish Dock Slipway

Particulars of Classification (which must be inserted  
precisely as in Register Book & Supplements).

in Donkey Boilers

c

Last Report No.

Port

Particulars of Examination and Repairs (if any) Docking.

(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?

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?

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?

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

3/32

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

Complete.

None Done.

Vessel placed on slipway. Examined propeller, outer ends of screwshaft and sternbush also outside fastenings.

General Observations, Opinion, and Recommendation:— The machinery of this

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

vessel is, so far as seen, in efficient condition and eligible in my opinion to remain as classed without fresh record of survey

Survey Fee (per Section 28)

£

:

Fees applied for

19

Special Damage or Repair Fee (if any)

£

:

Received by me,

19

Travelling expenses (if chargeable)

£

:

Committee's Minute

LIVERPOOL

10 FEB. 1931

Assigned

As now.

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

Lloyd's Register  
Foundation

W647-0228

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



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

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.

C.B.  
12.2.31.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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