

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

No. 88453

Writing Report

19

When handed in at Local Office

11 MAY 1925

(Received at London Office)

13 MAY 1925

Survey held at FLEETWOOD.

Date, First Survey 29th April

Port of LIVERPOOL

Last Survey 1st May 1925

(No. of Visits) 2.

on the Machinery of the Wood, Iron or Steel

By whom G. BROWN & Co.

When 1917.

Gross 280

Net 110

Vessel built at GREENOCK.

By whom GAULDIE, GILLESPIE & Co.

When 1917.

Engines made at GLASGOW.

Boilers, when made (Main) 1917

Owners BOSTON DEEP SEA FISHING RICE Co. Ltd

Owners' Address

Port FLEETWOOD

Voyage

Managers

F. PARKES.

Surveyed at or in Dry Dock WYRE DOCK

(State name of Dock.)

Report No.

Port

Particulars of Examination and Repairs (if any) DAMAGE.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on any part of the machinery should be separated from repairs due to other causes; and the initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose, and why they were declined.

Has a special damage report been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? No

" Donkey "

Has the Surveyor done, state for what reasons?

Have the parts of the Boilers could not be thus thoroughly examined?

Have special means, in the absence of internal examination, been adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Has the Surveyor examined the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

Has the Surveyor examined the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Has the Surveyor examined all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has the 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? No

Has the shaft been changed? No

If so, state reasons

Has the shaft now fitted new? Yes

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is there any space between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

Stern bush renewed.

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

Vessel placed on slipway on account of damage stated to have been caused by (1) fouling of stern drifter "helix", and (2) grounding on tree below on Jan 20, 1925 - Feb 2, 1925.

Examination found:- Screw shaft lines badly grooved. Stern gland cracked. Stern gland drawn in. Tried in lathe, line skimmed up, and found in good condition. Stern bush renewed. Gland renewed. Examined propeller and fastenings and found in good condition.

Observations, Opinion, and Recommendation:- The Machinery of this vessel

is in good condition and eligible in my opinion for a closed and to have fresh screw shaft

on 24.5.25

Section 28) £ 3.3.0
 Section 29) £ 1.0.0
 (if chargeable)

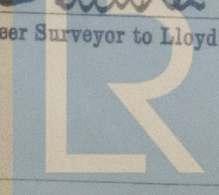
Fees applied for 11 MAY 1925

Received by me 12 MAY 1925

J.W.L. Austin
 Engineer Surveyor to Lloyd's Register of Shipping.

Owner's Minute

As now. T.S. 5.25 C.L.



Lloyd's Register Foundation

W657-0090

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

Damage due to fouling
a cable & to foundering of
screw shaft, propeller &c

examined-

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

35.25

145/25.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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