

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

(Received at London Office

24 AUG 1925

Date of writing Report 21. 8. 1925 When handed in at Local Office Port of Hull

No. in Reg. Book. 10062 Survey held at Hull Date, First Survey 6-8-25 Last Survey 17-8-1925 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron or Steel~~ *Sc. H. "WOLBOROUGH" (EX ROBERT DOUBLED)*

Tonnage { Gross 322 Vessel built at *Goole* By whom *Goole S.B. & Ry. Co. Ld* When 1918  
Net 124

Nominal Horse Power { 69 Engines made at *Boatbridge* By whom *H. Beardmore & Co. Ld* When 1918  
Boilers, when made (Main) 1918 (Donkey) —

No. of Main Boilers 1 Owners *Hellyer Bros Ld* Owners' Address *Hull* (if not already recorded in Appendix to Register Book)  
No. of Donkey Boilers 1 Managers *Hull* Port *Hull* Voyage *Fishing*  
Steam Pressure in Main Boilers 200 *Surveyed Afloat & in Dry Dock* *St Andrews & Skirway*  
in Donkey Boilers 1 (State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) *BS & 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? *yes*

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? *yes*

To what pressure were they afterwards adjusted under steam? *200 lbs*

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? ✓

, 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? If so, state reasons

Is the shaft now fitted new?

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? *1/6"*

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

*Screwshaft Propeller sea connections and their fastenings examined and found in good working order*

*The Boiler and its mountings examined and placed in good working order. All mountings overhauled*

*The Main steam pipe (Copper) removed to shop, annealed and tested to 400 lbs and refitted satisfactorily.*

General Observations, Opinion, and Recommendation:— *The Machinery of this Vessel as*  
(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.S.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)  
*far as now seen is in a good and efficient condition and eligible in my opinion to remain as classed with fresh record of BS 8.25*

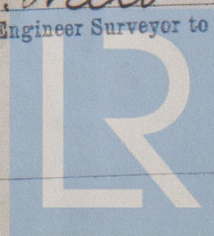
Survey Fee (per Section 28) £2 : 0 : 0 Fees applied for 22/8/1925  
Special Damage or Repair Fee (if any) £ : : : Received by me, *B. E. Wilks*  
(per Section 28.)  
Travelling Expenses (if chargeable) £ : : : 1925

Committee's Minute

Assigned

*BL 8.25*

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

B. I. due 7.25. held  
Steam pipe annealed & tested

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 for  
THE RECORD. B.S.F.25

*[Signature]*  
25/8/25

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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