

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

16 NOV 1926

(Received at London Office)

Date of writing Report 15th Nov 1926 When handed in at Local Office 15th Nov 1926 Port of CARDIFF

No. in Reg. Book 58472 Survey held at Cardiff Date First Survey 1st Nov 1926 Last Survey 8th Nov 1926
(No. of Visits 1)

on the Machinery of the Wood, Iron or Steel S/S. Trawler "Miura"

Tonnage { Gross 275
Net 107 Vessel built at Middlesbrough By whom Smiths Dock Co. Ltd. When 1916-6

Nominal Horse Power 82 Engines made at Do By whom Smiths Dock Co. Ltd. When 1916
(Donkey) ☒

No. of Main Boilers 1 Boilers, when made (Main) 1916 Owners' Address Heale & West, Ltd.
(if not already recorded in Appendix to Register Book)

No. of Donkey Boilers 1 Owners Heale & West, Ltd. Port Cardiff Voyage Fishing grounds
Steam Pressure in Main Boilers 180 lb. Managers Do

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Allowed how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A/ Steam Trawler</u>		<u>LMC 8.24</u>
<u>S.S. Off. No 2. 24</u>		<u>Fixed Ship 7.25</u>
<u>Off. 10.26</u>		<u>BS 11.25</u>

Last Report No. 46418 Port CardiffParticulars of Examination and Repairs (if any) BS

(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? Not yet adjusted

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 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? ☒

, and of the Donkey Boiler? ☒

Has screw shaft now been drawn and examined? ☒

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 ☒

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? Not seen

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

valves to be tested under steam. Will be done on vessel's return.

The Main boiler has been opened up and examined. Together with its Safety valves & mountings and found in good condition. New feed check valves have been fitted. and the Blow-down valve & seat machined.

General Observations, Opinion, and Recommendation: The Boilers of this vessel so far 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, E.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

now seen is in a safe working condition and in my opinion eligible to be retained as at present classed in the Register Book with fresh record of B.S. 11.26 when survey complete as stated above

Survey Fee (per Section 28) £ 2 : 0 : 0

Special Damage or Repair Fee (if any) £

(per Section 28.)

Travelling Expenses (if chargeable) £

Fees applied for

15th Nov 1926

Received by me,

8.12.1926

FRI. 3 DEC 1926

Engineer Surveyor to Lloyd's Register of Shipping.

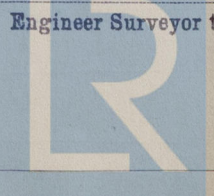
Committee's Minute

FRI. 19 NOV 1926

Assigned

As now

FRI. 29 APR 1927



Lloyd's Register
Foundation

W670-0027

SS due 11.26, partly heeled.
Completion on return.

It is submitted that this
vessel WILL BE eligible
for the record.

SS 11.26 when
the SS. have been
adjusted.

S.A.
16/11/26.

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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