

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

(Received at London Office

FRID. DEC. 8 1922

Date of writing Report 4th Dec 1922 When handed in at Local Office 4th Dec 1922 Port of Grimsley

No. in Reg. Book. Survey held at Grimsley Date, First Survey 29th Nov Last Survey 2nd Dec 1922

84735 on the Machinery of the Wood, Iron or Steel S.C. K. PREMIER (No. of Visits 2)

Tonnage { Gross 253  
Net 98

Registered Horse Power { 70

No. of Main Boilers 1

No. of Donkey Boilers ✓

Steam Pressure in Main Boilers 180

in Donkey Boilers ✓

Vessel built at Selby By whom Cochrane & Sons When 1908

Engines made at Hull By whom C. D. Holmes & Co When 1908

Boilers, when made (Main) 1908 (Donkey) ✓

Owners Ancho Stm & Co Ltd Port Grimsley Voyage Fishing

If Surveyed Afloat or in Dry Dock Hull UK

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1		+LMC. 4.20
Stm Boiler		B.S. 8.21
9.21		T.S. 5.20 CL
S.S. LON. NO 3. 5.20		

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) B.S.

(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? yes

Do. " Donkey " " " " " ✓

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? All 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? ✓

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? ✓

Has shaft now been changed? no 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? 5/32"

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

The safety valves require to be adjusted under steam  
It is stated that this will be done on the  
vessel return from sea in about six weeks time  
now done: the main boiler with its mountings  
examined & found in good order.  
The propeller & the outside fastenings of the stern  
bush & sea connections examined & found in good  
condition

## General Observations, Opinion, and Recommendation:—

(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, 149 (b., E.D., &c.)

The machinery of this vessel is eligible in my  
opinion to remain as classed & to have fresh record  
of B.S. 12.22. when the survey is complete as above.

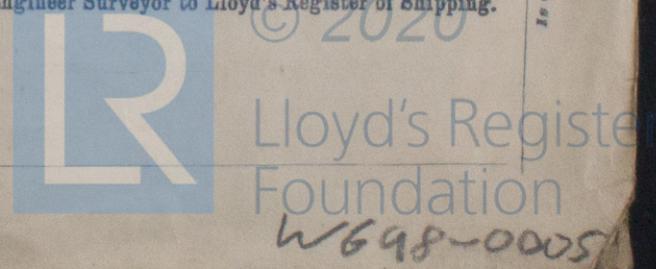
Survey Fee (per Section 28)..... £ 2 : 0 : 0 Fees applied for 4.12.1922

Special Damage or Repair Fee (if any)..... £ ✓ : : Received by me, [Signature]

Travelling Expenses (if chargeable)..... £ ✓ : : [Signature] Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 12 DEC. 1922 TUE. MAR. 6 1923

Assigned Deferred TUE. 13 MAR. 1923



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

BS due 8. 22 now partly  
held. to be completed on return  
in 6 weeks.

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 WILL BE eligible for  
the record. BS 12. 22. when  
the S. T. have been  
adjusted.

JW  
11/12/22

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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