

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

(Received at London Office

MON. AUG. 21 1922

Date of writing Report 19 When handed in at Local Office 19. 8. 10 22. Port of Grimsby

No. in Reg. Book. Survey held at Grimsby. Date, First Survey 24. 7. 22. Last Survey 18. 8. 1922. (No. of Visits 8.)

4832. on the Machinery of the Wood, Iron or Steel SSK REGAL.

Tonnage { Gross 212. Net 82.	Vessel built at Grimsby	By whom Cook, Willmott & Kimball	When 1906. 7
Registered Horse Power 63.	Engines made at Hull.	By whom Amos & Smith	When 1906.
No. of Main Boilers 1	Boilers, when made (Main) 1906.	(Donkey) -	
No. of Donkey Boilers -	Owners T. & J. Smith & Co. Ltd.	Port Grimsby	Voyage FISHING.
Steam Pressure in Main Boilers 180	If Surveyed Afloat or in Dry Dock FISH DRY DOCK.		
in Donkey Boilers -	(State name of Dock.)		

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

CHARACTER.	Year Assigned now expired.	Machinery and Boiler Survey (including date of N.E., if any).
100A 15in		7 L.M.C. 10.20.
3 crawler 10.20.		N.T.S.C. 2.19.
1.5 Gms 705. 10.20.		B.S. 12.21.

Last Report No. Port DOCKING.
Particulars of Examination and Repairs (if any) B.S. & T.S.

(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? 180 lb.

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? 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?

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? 1/8"

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

Propeller, after end of stern bush, sea connection fastenings & tail end shaft examined & found satisfactory.

The main boiler with its mountings opened out & examined & found in full working order.

An efficient patch has now been fitted in way of the wasted part of the shell (previously mentioned in Gms report No 12492).

It was recommended to the Superintendent that the hydraulic test should be carried out, but in his opinion it was not necessary, the boiler has therefore been examined under steam.

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

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

is eligible in my opinion to remain as now classed & to have full records of B.S. 8.22 & T.S. 8.22.

Survey Fee (per Section 28) £ 2 0 0. Fees applied for 19. 8. 1922.
Special Damage or Repair Fee (if any) £ : :
(per Section 28.)
Travelling Expenses (if chargeable) £ : :
Received by me, 10 1922

Committee's Minute FRI. 25 AUG. 1922

Assigned B.S. 8.22, without spl. condn.

Engineer Surveyor to Lloyd's Register of Shipping.

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B. S. due 12.22. hull & keel due 2.22
examined limit on boiler expired
repair now effected.

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. 22. with

Special restriction

B. S. 22

LL
23/8/22.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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