

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

(Received at London Office SAT. 11 JAN 1908)

Date of writing Report 9th Jan 1908 When handed in at Local Office 9 JAN 1908 10 Port of LIVERPOOL

No. in Survey held at Flutwood Date, First Survey and Last Survey 6th Jan 1908
eg. Book. 1925 on the Machinery of the Wood, Iron or Steel Se. K. "SWAN" Master (No. of Visits one)

Tonnage { Gross 270 Net Vessel built at Goole By whom Goole S.B. & Ryf. Co. Ltd. When 1907
Registered Horse Power Engines made at N. Shields By whom Shields Eng. Co. Ltd. When 1907
No. of Main Boilers Boilers, when made (Main) 1907 (Donkey) ✓
No. of Donkey Boilers Owners Wright & Mason Port Flutwood Voyage Coastwise
Steam Pressure If Surveyed Afloat or in Dry Dock on hard at Flutwood
in Main Boilers (State name of Dock.)
in Donkey Boilers

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 Assigned to be expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A 1		
Old Donkey		
(Class contemplated)		

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Complete 1st entry and damage*

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.

1 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? *not required* also whether any damage report was made, and, if so, by whom? ✓

2 did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *not done.*

Do. " Donkey " " " " " ✓
this was not done, state for what reasons? ✓

3 did what parts of the Boilers could not be thus thoroughly examined? ✓

4 so 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? ✓

5 did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

6 did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

7 did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

8 did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

9 did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

10 is screw shaft now been drawn and examined? *NO* Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

11 is shaft now been changed? ✓ If so, state reasons ✓

12 the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

13 state the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *1/8"*

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

Damage stated to have been caused by propeller striking the groins in Flutwood Harbour on the 24th December, 1907.

Now done: The propeller three blades broken at tips (about 1'-0", 1'-6", & 2'-0") has been replaced by a new four bladed solid propeller.

The fastenings of stern tube, stern bush, sea connections and their fastenings were examined and found to be in accordance with the Rule requirements.

Repairs due to damage: - New propeller.

General Observations, Opinion, and Recommendation: -

The machinery of this vessel is now in good working condition and eligible, in my opinion, to have the notification of + L.M.C. 5,07 as previously recommended.

Survey Fee (per Section 28) £ : : Fees applied for 9 JAN 1908
Special Damage or Repair Fee (if any) (per Section 28.) £ X : X : X Received by me. 20 JAN 1908
Travelling Expenses (if chargeable) £ : 15 : -
James Cunningham
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

LIVERPOOL 10 JAN 1908

Committee's Minute
Assigned
L.M.C. 5,07
100 A 1 Steam Trawler
When Fee is Paid.

FRI. 17 JAN 1908

MACHINERY CERTIFICATE WRITTEN. 17-1-08

Lloyd's Register Foundation

WF7 0021

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

Due to damage:-

Propeller renewed.

Sea connections, stern tube & shaft

sea fastenings examined & found
in accordance with requirements

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 + £mb 5.07.

AJB.
16.1.08

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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