

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

19. No. 81755
SAT. 22 JAN 1921
(Received at London Office)
Port of LIVERPOOL
Date, First Survey 1907 Last Survey Jan 5th 1921
Survey held at Fleetwood on the Machinery of the S. T. Swan
Gross 270 Net 104
Vessel built at Goolc By whom Goolc SB + Rep Co
Engines made at N. Shields By whom Shields Eng Co
Boilers, when made (Main) 1907 (Donkey)
Owners Capt S. F. Co Ltd Port Fleetwood Voyage Fishing
If Surveyed Afloat or in Dry Dock Both Wyre Dock
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Docking
Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.
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?
Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
Donkey
was not done, state for what reasons?
What parts of the Boilers could not be thus thoroughly examined?
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?
Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?
Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?
Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler?
Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?
Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?
Screw shaft now been drawn and examined? no Is it fitted with continuous liner? or two liners? or is it without liners?
Shaft now been changed? no If so, state reasons
Shaft now fitted new? no Has it a continuous liner? or two liners? or is it without liners?
Distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"
Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Vessel placed on Patent Slip. Propeller, outer end of Stern bush + outer fastenings of sea connections examined found in good order

at Observations, Opinion, and Recommendation:-- This vessels machinery 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, (as lb., F.D., &c.)
Far as seen is in good & safe working condition & why to remain as classed

(per Section 28) Fees applied for
Age or Repair Fee (if any) Received by me,
Expenses (if chargeable)
LIVERPOOL 21 JAN 1921
Committee's Minute
as now

J. M. Smith
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
N717-0024

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

Docking

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

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.

T.L.
25/1/21

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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