

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

(Received at London Office)

THU JAN. 25 1923

Date of writing Report *Jan 24<sup>th</sup>* 19*23* When handed in at Local Office *19* Port of *Milford*  
 No. in Reg. Book. *82529* Survey held at *Milford* Date, First Survey *Jan 23<sup>rd</sup>* Last Survey *Jan 24<sup>th</sup>* 1923  
 on the Machinery of the *Wood, Iron or Steel* *Se K "Carysfort"* Master *—*  
 Tonnage (Gross *243* Net *105*) Vessel built at *Selby* By whom *Cochran & Sons Ltd* When *1915*  
 Registered Horse Power *45* Engines made at *Hull* By whom *C. D. Holmes & Co. Ltd* When *1915*  
 No. of Main Boilers *1* Boilers when made (Main) *1915* (Donkey) *—*  
 No. of Donkey Boilers *—* Owners *D. Pettit* Port *Milford* Voyage *Fishing*  
 Steam Pressure in Main Boilers *180 lbs* If Surveyed Afloat or in Dry Dock *Afloat*  
 in Donkey Boilers *—* (State name of Dock.)

Last Report No. *3096* Port *Milford*Particulars of Examination and Repairs (if any) *Boiler*

(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.)

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

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assessed and now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100 A1 4, 19		*LMC 4, 19
Steam Trawler		B.S. 9, 21
S.S. Mil No 1, 19		B.C.L. 4, 22

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? *180 lbs*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? *Yes*, 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? *Yes*Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *No*Has shaft now been changed? *No* If so, state reasons *—*Has 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? *—*If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete*

*Boiler examined internally and externally, and all mountings opened and examined.*

*The general condition of the boiler is good. Internally the boiler is clean, and no signs of corrosion. Externally the furnaces, back ends, tubes, manholes and doors, bottom of boiler and stools are in good condition.*

*The Safety Valves were adjusted to 180 lbs pressure and thickness of compression rings taken*

General Observations, Opinion, and Recommendation:—

*The Machinery*

(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.)

*This vessel as seen is in a good and safe working condition and in my opinion is eligible to remain as now classed and have record of B.S. 1, 23.*

Key Fee (per Section 25)..... £ 2 : 2 : 0

Fees applied for *Jan 24<sup>th</sup> 1923*

Special Damage or Repair Fee (if any)..... £ : : (per Section 25.)

Received by me, *19*Travelling Expenses (if chargeable)..... £ : : *—*

Committee's Minute

TUE. 30 JAN. 1923

Assigned

*BS 123*  
 MODEL CERTIFICATE  
 WRITTEN.

*John Stocks*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation

W737-0146

Milford

Is a Certificate required? If so, to be sent to



B. S. due 9.22. L.L.

It is submitted that  
this vessel is eligible for  
THE RECORD. B. S. 1.23

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.

L.L.  
26/1/23.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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