

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

(Received at London Office 15 NOV 1939)

Date of writing Report 8. 11. 39 When handed in at Local Office 8. 11. 39 Port of Grimsey

No. in Reg. Book 12257 Survey held at Grimsey Date, First Survey 24. 10. 39 Last Survey 26. 10. 1939
(No. of Visits 3)

Tonnage } Gross 248 Kessel built at Beverly By whom Cook, Walth & Emmell Ltd. When 1916. 6
Net 168 Engines made at Hull By whom C.D. Holmes & Co. Ltd. When "

Nominal Horse Power 80 Boilers, when made (Main) 1916 (Donkey)

No. of Main Boilers 1 Owners G. F. Sleight Owners' Address (if not already stated in Appendix to Register Book.)
Port Grimsey Voyage

No. of Donkey Boilers 1 Managers

Steam Pressure in Main Boilers 195 If Surveyed Afloat or in Dry Dock afloat (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 not returned.	Machinery and Boiler Surveys (including date of N.R., if any).
<u>F 100 A1</u>		<u>LDC 7.36</u>
<u>Stn. Trawl</u>		<u>BS 7.36</u>
<u>4.39</u>		<u>CLN 7.36</u>
<u>PP 9 mos No 3. 6. 39</u>		
<u>PP 9 mos No 2. 5. 36</u>		

Last Report No. 20664 Port Gms

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

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? ✓

State latest date of internal examination of each boiler 24/10 Present condition of funnel good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 195 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 Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? ✓ 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? ✓ If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the shaft now fitted been previously used? ✓ 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 date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

Now done :- Examined the boiler, throughout & Safety valves adjusted as stated.

Repairs :- both lower manhole doors refitted & minor repairs effected.

Note :- there are about eleven screw stay which are washed & as the Owners desire to postpone renewal, it is recommended that these stay be renewed before the end of 4.40.

The Safety valve chest flange is broken in way of the port hood & one stud has been replaced by a bolt. This arrangement is safe in the meantime & it is recommended that the S.V. chest be renewed before the end of 4.40

St 4 a attached.

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

The machinery of this vessel is eligible, in my opinion, to remain as classed & to have record of B.S. 10.39 subject to the safety valve chest & a number of screw stay being renewed before the end of 4.40

CS 2,34.

Survey Fee (per Section 29) £ 2.00 Fees applied for 24. 10. 1939

Special Damage or Repair Fee (if any) (per Section 29) £ X Received by me, 2. 11. 1939

Travelling expenses (if chargeable) £ X

Committee's Minute FRI. 24 NOV 1939

Assigned 10. 39

Clive Bell
Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book

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

W74-0061