

## Report of Survey for Repairs, &amp;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 Grimsby  
 No. in Reg. Book 12257 Survey held at Grimsby Date, First Survey 24. 10. 39 Last Survey 26. 10. 39 (No. of Visits 3)  
 on the Machinery of the Wood, Iron or Steel K "Royale"  
 Tonnage Gross 248 Kessel built at Beverley By whom Cook, Weller & Gemmell & Co. Ltd. When 1916. 6  
 Net 168 Engines made at Hull By whom C.D. Holmes & Co. Ltd. When 1916. 6  
 Nominal Horse Power 80 Boilers, when made (Main) 1916 (Donkey)  
 No. of Main Boilers 1 Owners G. F. Sleight Managers  
 No. of Donkey Boilers 1 Owners' Address (if not already stated in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 195 Port Grimsby Voyage  
 in Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 20664 Port Grimsby

Particulars of Examination and Repairs (if any) B.S.

(Periodical Surveys, when held, must be reported in detail and verbatim 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?

" " 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?

State latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used?

State date of examination of Screw Shaft

Engine parts, when referred to by numbers, should be counted from forward.

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.

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 stays which are wasted & as the Owners desire to postpone renewal, it is recommended that these stays 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 & 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.)

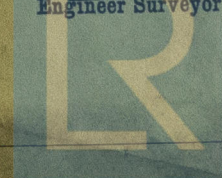
The machinery of this vessel is eligible, in my opinion, to remain as classed & to have record of B.S. 10.39 Subject to the safety valve chest & a number of screw stay being renewed before the end of 4.40

Survey Fee (per Section 29) £ 2.00  
 Special Damage or Repair Fee (if any) £  
 Travelling expenses (if chargeable) £  
 Fees applied for 24. 10. 1939  
 Received by me, 2. 11. 1939

Committee's Minute FRI. 24 NOV 1939

Assigned

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



Lloyd's Register  
 Foundation