pt. 9.

No. 16456

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

(Received at London Office 27 AUG 1929)

ate of writing Report 26-7 1929 When handed in at Local Office 26. 7. 1929 Port of Grimsby

. in Book. Survey held at Grimsby Date, First Survey 5th June Last Survey 16th July 1929 (No. of Visits 6)

358 on the Machinery of the ~~Wood, Iron or~~ Steel S.C.K. "RESPONDO"

nage { Gross 209 / Net 82

ominal se Power { 60

of Main Boilers 1

of Donkey Boilers —

m Pressure— Main Boilers 180

Donkey Boilers —

Vessel built at Selby By whom Cochrane & Sons When 1905-6

Engines made at Hull By whom C. D. Holmes & Co When 1905

Boilers, when made (Main) 1905 (Donkey) —

Owners The Exors of Sir G. F. Sleight Bart Owners' Address — (if not already recorded in Appendix to Register Book.)

Managers — Port Grimsby Voyage —

If Surveyed Afloat or in Dry Dock Campbelltown Graving Dock (State name of Dock.) Fish Dry Dock

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+ 100 A1 Steam Trawler 11·28		+ LMC 7·27
SS GMS No 3 - 5·20		BS 11·28
SS GMS No 2 - 27		TS(CL) 6·28

st Report No. Port

articulars of Examination and Repairs (if any) BS & TS

riodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on count of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the tes 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? —

s a damage report made by anyone else? If so, by whom? —

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " —

his was not done, state for what reasons? The new boiler as per Middlesbro report No 13676 now fitted.

l what parts of the Boilers could not be thus thoroughly examined? —

o 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? —

the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lbs.

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

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

the Surveyor examine the drain plugs of the Main Boilers? —, and of the Donkey Boiler?

the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler?

s screw shaft now been drawn and examined? Yes 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

s shaft now been changed? Yes If so, state reasons Corroded at the tip end of the cone.

s the shaft now fitted been previously used? No Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

ate the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft Rewooded

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

Now done: Vessel placed in dry dock, the propeller & outside fastenings of the sea connections exmd. Tail shaft exmd, which was found corroded, has now been renewed, the new shaft was machd LLOYDS 30 11-7-29 A.D.

The new boiler has now been fitted & was exmd under steam & the safety valves adjusted as above.

The safety valve chest & main & donkey feed chests were renewed & other mountings overhauled. Main steam pipe annealed & tested by hydraulic pressure to 370 lbs □".

The H.P. cylinder & valve cage were rebored & the pistons fitted with new rings.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

If Stockless, state Mechanical Tests

and when tested and Superintendent.

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

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

eneral Observations, Opinion, and Recommendation: The machinery of this vessel

(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.)

so far as now seen is in a safe working condition & eligible in my opinion to remain as classed & to have the notations of + NB 7·29 & TS(CL) N 7·29.

Vessels name to be removed from S.R. list.

urvey Fee (per Section 28) £2:0:0 Fees applied for 26. 7. 1929

pecial Damage or Repair Fee (if any) (per Section 28.) £ : :

ravelling expenses (if chargeable) £ : : Received by me, 30. 7. 1929

A. Daintith

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 13 AUG 1929

Assigned + NB. 7.29 Without spl cond

SEE LIMITATION LIST

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MLS-0137

Screw shaft & Boiler renewed.

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. + NB 7.29.

It is submitted that this vessel is eligible to remain as CLASSED. without special condition.

SN 7.29.

7/8/29

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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