

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

No. 17141

Date of writing Report 24/8/1905 When handed in at Local Office 24/8/1905 (Received at London Office SAL 26 AUG 1905)
No. in Reg. Book. 1410 Survey held at Hull Date, First Survey 4 Last Survey 22nd Aug 1905
on the Machinery of the Wood, Iron or Steel Trawler "Staffa" Master James OS
Tonnage { Gross 176 Net 60 Vessel built at Hull By whom Barles Colld When 1905
Registered { Horse Power 39 Engines made at Hull By whom Hull When 1905
No. of Main Boilers 1 Boilers, when made (Main) 1905 (Donkey)
No. of Donkey Boilers 1 Owners Hull & J. & Lee Colld Port Voyage Fishing
Steam Pressure in Main Boilers 200 1 Surveyed Afloat or in Dry Dock Earle's Ship
in Donkey Boilers 1 (State name of Dock.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition
(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? also whether any damage report was made, and, if so, by whom?

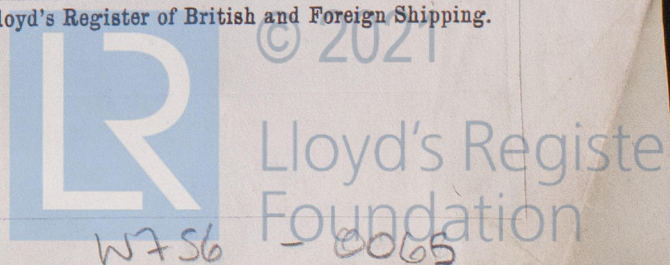
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓
Do. " Donkey " " " ✓
If this was not done, state for what reasons? ✓
And what parts of the Boilers could not be thus thoroughly examined? ✓
Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓
Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓
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? ✓, and of the Donkey Boiler? ✓
Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓
Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓
Has the screw shaft been drawn and examined at this time? No If spare screw shaft fitted, state whether new? ✓
state the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 7/16"
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Sea connection & propeller fastenings good.

General Observations, Obinion, and Recommendation: The machinery of this vessel is in good condition and in my opinion eligible to remain as classed.
(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. 9,00, B.&M.S. 9,00, or L.M.C. 9,00, 140 lb., E.D., &c.)

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
Survey Fee (per Section 28) £ : : 19
Special Damage or Repair Fee (if any) £ : :
(per Section 28).
Travelling Expenses (if chargeable) £ : :
Received by me, L. Kerr
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
Committee's Minute FRI. 1 SEP 1905
Assigned as above



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

ms.
28.8.05

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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