

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

(Received at London Office)

TUE

JAN. 28. 1919

Date of writing Report 27 January 1919 When handed in at Local Office

Port of GRIMSBY

No. in Reg. Book 1713

Survey held at

Grimsbly

Date, First Survey Jan 2

Last Survey Jan 24 1919

(No. of Vols. 4)

Tonnage Gross 22 1/2

Net 12 1/2

Vessel built at Selby

By whom Cochrane & Sons

When 1907

Registered Horse Power 79

Engines made at Hull

By whom C.D. Harman & Co

When 1907

No. of Main Boilers 2

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers 1

Owners Thomas & Son

Voyage

Fishing

Steam Pressure in Main Boilers 150

Surveyed Afloat or in Dry Dock Afloat

Particulars of Classification (which must be entered previously in Register Book & Supplements)

CHARACTER OF SPECIAL SURVEY	DATE OF LAST SURVEY AND OF PERIODICAL SURVEYS	MACHINERY AND BOILER SURVEYS (including date of M.B. if any)
+100 H	12-16	+21 MC
Stm. boiler	12-16	MS 12-16
St. Geo. No 2-16		OS 2-17
		TS 8-18

Last Report No. 10674 Port

## Particulars of Examination and Repairs (if any)

Periodical surveys, when held, must be reported in detail and certified in the terms of the Rules. State clearly the nature 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 summarized at the end of the report. State also the date 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

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?

Yes

To what pressure were they afterwards adjusted under steam?

165 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?

or two liners?

or is it without liners?

Has shaft now been changed?

No

If so, state reasons

Is the shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

State the distance between ligament rings 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.

The Boiler examined throughout. The furnaces & C.C.'s, the flange of the back end plate at the bottom & the shell are rusted & in consequence the pressure has now been reduced to 165 lbs and the safety valves adjusted accordingly. The flange of the back tube plate joining the Starboard furnace & the bottle neck of the port furnace now needed by the O.A. process in consequence of cracking & rusting.

## General Observations, Opinion, and Recommendation:

State clearly what alterations, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon the survey, and any alteration required to be made in the records of the vessel's particulars, &c., &c.

in my opinion to remain as classed with me  
BS 1-19

This vessel is eligible for classification in the Register Book, consequent upon the survey, as classed with me

Fee (per Section 22)

£ 1 - - -

Fee for

27

1919

Damage or Repair Fee (if any)

£

Expenses (if chargeable)

£

Received by me

4 19 1919

TUE. 4 FEB 1919

See's Minute



© 2021 Lloyd's Register Foundation