

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

WED. JUL. 15. 1914

(Received at London Office)

of writing Report 13-7-14 When handed in at Local Office 13.7.14 Port of Hull

in Survey held at Hull Date, First Survey X Last Survey 9-7-1914

21 on the Machinery of the Wood, Iron or Steel Sc: K. Sutton Master (No. of Visits one)

Age { Gross 352 Vessel built at Selby By whom Bockwale & Sons When 1911 MONTH 11  
 Net 132 Engines made at Hull By whom B.D. Holmes & Co. When 1911 YEAR 11

Power { Main Boilers 1 Boilers, when made (Main) 1911 (Donkey) ✓  
 Donkey Boilers ✓ Owners City S.F. Coy. Ltd Port Hull Voyage Fishing  
 Main Boilers 200 If Surveyed Afloat or in Dry Dock St. Andrews  
 Donkey Boilers ✓ (State name of 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 required.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>1-100 RI.</u>		<u>LMC II-11</u>
<u>STM TRAWLER</u>		
<u>7.13</u>		

Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Sc: Shaft

Special Surveys, when held, must be reported in detail and serially in the forms of the Rules. State clearly the nature and extent 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 as 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.

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?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do Donkey " " " " " " " " " " " "

What was not done, state for what reasons? \_\_\_\_\_

What parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_

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? \_\_\_\_\_

Surveyor examine the Safety Valves of the Main Boiler? \_\_\_\_\_ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

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

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? \_\_\_\_\_, and of the Donkey Boiler? \_\_\_\_\_

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

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

Screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes or two liners? \_\_\_\_\_ or is it without liners? \_\_\_\_\_

Shaft now been changed? no If so, state reasons: \_\_\_\_\_

Shaft now fitted new? \_\_\_\_\_ Has it a continuous liner? \_\_\_\_\_ or two liners? \_\_\_\_\_ or is it without liners? \_\_\_\_\_

Distance between lignum vite of stern bush and top of after bearing of screw shaft? 1/16"

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

Where and when tested and Superintendent. \_\_\_\_\_  
 If Stockists, state Mechanical Tests. \_\_\_\_\_  
 screw shaft, propeller, and sea connections and fastenings found satisfactory.

When and where tested and Superintendent. \_\_\_\_\_

General Observations, Opinion, and Recommendation:— This vessel's machinery is 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, E.&M.S. 9,11, or L.M.C. 9,11, 100 lb., E.M., &c.)  
is eligible in my opinion to remain as classed without fresh record of survey. note 37-14

(per Section 88) £ \_\_\_\_\_ Fee applied for \_\_\_\_\_

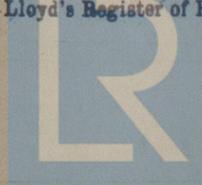
Damage or Repair Fee (if any) (per Section 88.) £ \_\_\_\_\_ Received by me, \_\_\_\_\_

Expenses (if chargeable) £ \_\_\_\_\_

W.H. Roberts  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute \_\_\_\_\_ FRI. JUL. 17. 1914

Signature \_\_\_\_\_



Lloyd's Register Foundation

W759-0122

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

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

Screw shaft examined

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

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.

S 7.14.

J.W.D.  
15/7/14

*Faint handwritten notes, possibly describing the condition of the screw shaft.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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