

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

No. 9564

(Received at London Office)

JUN. 15. 1914

When handed in at Local Office 12/6/14 Port of GRIMSBY

Survey held at GRIMSBY Date, First Survey 4/6 Last Survey 9/6/1914

on the Machinery of the Wood, Iron or Steel S.S. K. "ROSE" Master Shru

Gross Tonnage 213 Vessel built at Selby By whom Cochrane & Sons YEAR. MONTH. 1907. 10

Net Tonnage 102 Engines made at Hull By whom B. D. Holmes & Co. When 1907

Boilers 1 Boilers, when made (Main) 1907 (Donkey) 1907

Boilers ✓ Owners A & R. Osborne Port Grimsby Voyage Fishing

Boilers 180 If Surveyed Afloat ✓ in Dry Dock 3rd Dock

Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No.          Port          Bl no. 120.

Years of Examination and Repairs (if any)          draft.

When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on machinery (the cause of which must be stated) should be separated from repairs due to other causes; and details of any letters respecting this case.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
-100A1		-1-L.M.C
Stm Mauler		6.12
6.13		
S.S. Gno No. 1 - 12		S 4.12

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 not.

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

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

Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time?         

Were any parts of the Boilers not thus thoroughly examined?         

What means, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler?         

Did you examine the Safety Valves of the Main Boiler?          To what pressure were they afterwards adjusted under steam? 180 lb.

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

Did you examine all the manholes, doors and their fastenings of the Main Boilers?          and of the Donkey Boiler?         

Did you examine the drain plugs of the Main Boilers?          and of the Donkey Boiler?         

Did you examine all the mountings of the Main Boilers?          and of the Donkey Boiler?         

Has the Main Boiler now been drawn and examined?          Is it fitted with continuous liner?          or two liners?          or is it without liners?         

Has the Donkey Boiler been changed?          If so, state reasons         

Has the Main Boiler now fitted new?          Has it a continuous liner?          or two liners?          or is it without liners?         

What is the distance betweenignum vite of stern bush and top of after bearing of screw shaft?         

If not complete state what arrangements have been made for its completion and what remains to be done?         

Bush reworked. Complete.

The boiler examined throughout. Forty new plain tubes fitted. The screw shaft, propeller, and sea connection fastenings found satisfactory.

1 Observations, Opinion, and Recommendation:— This vessel's machinery is in my opinion to remain as classed with fresh record of BS 6.14. Note 86.14

Fees applied for 12/6/14 CD.  
Received by me 25.7.14  
C. Marshall + G. G. Johnson  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

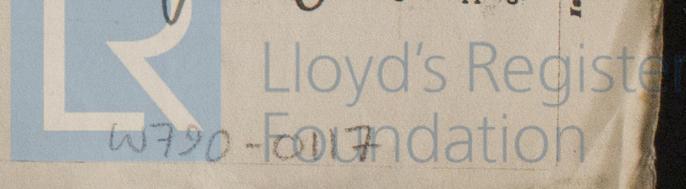
Committee's Minute FRI. JUN. 19 1914.

BS 6.14

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



BS due 1073 and need  
to crew shift man d.

It is submitted that  
this vessel is eligible for  
THE RECORD.

BS 6.14

S 6.14

15.6.14

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.

*[Faint handwritten notes and bleed-through from the reverse side of the page, including the words "The vessel is eligible for the record" and "BS 6.14".]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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