

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

SAT. 20. JAN. 1917

(Received at London Office)

Date of writing Report 18<sup>th</sup> Jan 1917 When handed in at Local Office 1917 Port of LIVERPOOL

No. in Reg. Book 967 Survey held at Fleetwood Date, First Survey 4 Last Survey Dec 30 1916  
on the Machinery of the Wood, Iron or Steel S.S. "Lucy" Master (No. of Visits 1)

Tonnage { Gross 280 Vessel built at Hull By whom Carles Co. Ltd. When 1905-1  
Net 110 Engines made at ditto By whom ditto When 1905

Registered Horse Power 65 Boilers, when made (Main) 1905 (Donkey) ✓  
No. of Main Boilers 1 Owners Fleetwood Ste. Fyng Co. Ltd. Port Fleetwood Voyage Fishing

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Wyre Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 180 in Donkey Boilers ✓ Last Report No. 47423 Port Liv.

Particulars of Examination and Repairs (if any) B.S.

(Periodical Surveys, when held, must be reported in detail and verbatim 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 summarized at the end of the report. State also the dates and initials of any letters respecting this case.)

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Year and Month last surveyed.	Machinery and Boiler Surveys (including date of H.B., if any).
<u>H100A1</u>		<u>HLMC</u>
<u>Stm Trawler</u>		<u>8.13</u>
<u>8.15</u>		<u>BS 8.15</u>
<u>S.S. Flt No. 2.13</u>		<u>TS 8.15</u>

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? not done

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? none, 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? ✓ 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 lignum vitae 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? To be completed at the first opportunity, safety valves to be adjusted.

Now done, the main boiler examined inside and outside with its safety valves and mountings.

At the time of the survey the Owners promised to give me an opportunity to adjust safety valves before the vessel sailed in about ten day time. I am now informed that she sailed on Saturday afternoon 13<sup>th</sup> inst, without any advice being sent.

General Observations, Opinion, and Recommendation: This vessel's machinery

(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, or 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.&N.S. 9,11, or S.S.F. 9,11, 140 lb., F.D., &c.)

as far as now seen is in good and safe working condition and eligible to remain as classed and to have fresh record of B S 12 1 1/2

Survey Fee (per Section 28) £ 10.00 Fees applied for 18 JAN 1917  
Special Damage or Repair Fee (if any) £ : Received by me, R. D. Philston  
Traveling Expenses (if chargeable) £ 13.10 5/2/17

Committee's Minute LIVERPOOL 19 JAN 1917  
Assigned Deferred for Completion

**R. D. Philston**  
Engineer Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation  
W832-0111

Form 116 - Transfer Ink. (The Surveyors are requested not to write on or below the space for)

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

✓ B due 8.16. partly held to be  
Completed 1st opportunity.

It is submitted that this  
vessel WILL be payable  
for the records B P 12.16.

When the values have  
been adjusted.

*[Signature]*  
25.1.17

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, mostly illegible handwritten text in columns across the page]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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