

9. Report of Survey for Repairs, &c., of Engines and Boilers. No. 9491

(Received at London Office

FRI. MAY. 15. 1914

Book of writing Report in Survey held at **GRIMSBY** When handed in at Local Office **14. 5. 1914** Port of **GRIMSBY**

Date, First Survey **6 May** Last Survey **12 May 1914** (No. of Visits **Four**)

on the Machinery of the **Wood, Iron or Steel** **S. K. "MANX HERO"** Master

Gross **221** Net **102** Vessel built at **Selby** By whom **Cochrane & Sons** When **1910. 9**

Engines made at **Grimsby** By whom **St. Bent. Soc. & S. R. Co. L^{td}** When **1910**

Boilers, when made (Main) **1910** (Donkey) **1910**

Owners **W. H. Bealey** Port **Grimsby** Voyage **Fishing**

Donkey Boilers **180** **£ Surveyed Afloat or in Dry Dock** (State name of Dock.) **Fish.**

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.	Year Assigned now required.	Machinery and Boiler Surveys (including date of N.B., if any).
-1-100A1 Stm Trawler 1113		-1- L.M.B. 9.10 S.11.13

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) **pph. 01**

Special Surveys, when held, must be reported in detail and serially 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 the initials of any letters respecting this case.

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**

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? **yes**

Were any repairs not done, state for what reasons? _____

Were any parts of the Boilers could not be thus thoroughly examined?

Were any 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? **180 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? **none** , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? **yes** , and of the Donkey Boiler?

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

Has the propeller now been changed? If so, state reasons _____

Has the propeller shaft now been fitted new? Has it a continuous liner? or two liners? or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? **8"**

Where the survey is not complete state what arrangements have been made for its completion and what remains to be done? _____

Done: Vessel placed in dry dock. Cylinders, pistons, slide valves, thrust shafting, condenser, pumps, sea connections, propeller, bush, and fastenings examined & found or put in good order. HP valve spindle & MP piston rod machined & buffed. Condenser drawn cleaned & replaced. New tubes & ferrules fitted as required, and completion of repairs condenser tested & found tight. Bilge & feed pump boxes fitted with new valves & seats. Bolts, mountings & safety valves examined. Several plain renewed and Safety valves adjusted as above.

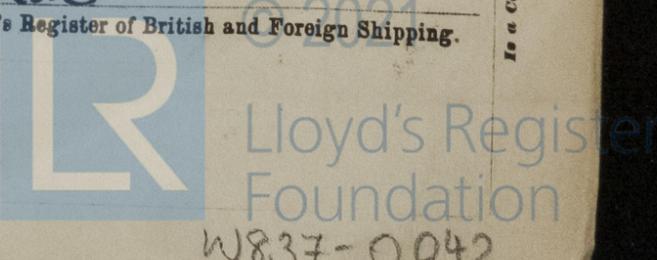
General Observations, Opinion, and Recommendation:— **The Machinery of this vessel clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records 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, 14, 15, &c.) is, in my opinion, to remain as classed, and to have record of L.M.C. 5.14.**

(per Section 98) £ 2 : 10 :
 Age or Repair Fee (if any) £ : :
 Expenses (if chargeable) £ : :
 Fees applied for 14. 5. 1914
 Received by me, 26/6/14

G. J. Johnson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. MAY. 19. 1914

Signature **W. H. Bealey** 27/6/14



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

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

It not due 9.14 London
Repair of Retard.

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.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 5.14

JP
16.5.14

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation