

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

(Received at London Office)

FRI. JUL 4 - 1913

Date of writing Report 3rd July 1913 When handed in at Local Office 1913 Port of Melvor
 No. in Reg. Book. 534 Survey held at Melvor Haven Date, First Survey 12 June Last Survey 30th June 1913
 on the Machinery of the Wood, Iron or Steel Trawler "Kestland" Master Davis
 Tonnage { Gross 224 Vessel built at North Shields By whom Smiths Dock Co. L^{td} When 1908 MONTH 11
 Net 86 Engines made at Sunderland By whom McCull. & Pollock When 1908
 Registered Horse Power 57 Boilers, when made (Main) 1908 (Donkey) ✓
 No. of Main Boilers 1 Owners Mr. & Mrs. Davis Port London Voyage Fishing
 No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Boat
 Steam Pressure in Main Boilers 180 lb. (State name of Dock.) in Melvor dock
 in Donkey Boilers ✓

Last Report No. PortParticulars of Examination and Repairs (if any) See C

(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 details being detailed in the body of the report, should be briefly summarised 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? all 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? 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? ✓

, 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? Yes

Is it fitted with continuous liner? Yes 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 lignum vitae of stern bush and top of after bearing of screw shaft? Good fit

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

Examination made of Crank, Thrust, and tail end shafts with their bearings. Cylinders, pistons, slide valves & spindle examined. Condenser, Air, Osculating feed, and bilge pumps with their connections examined. Sea cocks & their fastenings examined. Boilers examined internally & externally furnaces, and back ends examined. Repairs: 12 plain tubes renewed in boiler. Main steam pipe repaired. Intermediate valve spindle turned up & bushed. Head valve of air pump new studs fitted.

General Observations, Opinion, and Recommendation:—

(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, 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, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

The machinery of this vessel as seen is in good order, and in my opinion is eligible to remain as classed with record of LMC 6-13

Survey Fee (per Section 28) £2.10.0 Fees applied for 30th June 1913
 Special Damage or Repair Fee (if any) £ Received by me, 19
 (per Section 28.)
 Travelling Expenses (if chargeable) £

Committee's Minute

TUE JUL 8 - 1913

Signed

+ LMC 6.13

MACHINERY CERTIFIED
WRITTEN

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

Lloyd's Register
Foundation

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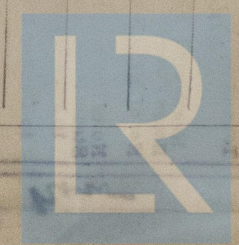
held
It is submitted that
this vessel is eligible for
THE RECORD. + LMC. 6.13.

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.

56.13.

Jur.
5/7/13

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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