

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

(Received at London Office)

THU. MAY. 27. 1915

Date of writing Report 25-5-15 When handed in at Local Office 25-5-15 Port of Hull

No. in Reg. Book. Survey held at Hull Date, First Survey 9.4.15 Last Survey 18-5-1915 (No. of Visits 10)

696 on the Machinery of the Wood, Iron or Steel S.K. "Hermione" Master

Tonnage { Gross 202 Vessel built at Hull By whom Earle's Co. Ltd When 1908-9  
Net 79  
Registered 47 Engines made at Hull By whom Amor & Smith When 1908  
Horse Power 147 Boilers, when made (Main) 1908 (Donkey)  
No. of Main Boilers one Owners Hellyer's S.F. Co. Ltd Port Hull Voyage Fishing  
No. of Donkey Boilers 1  
Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock St Andrews.  
in Donkey Boilers 1 (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 or expired.	Machinery and Boiler Surveys (including date of N.E., if any).
-100 A1		-1 LMC 6, 12
Stm Trawler		BS 10, 14
10, 14		1 S 10, 14
SS Hull No. 1-12		

Last Report No. Port

Particulars of Examination and Repairs (if any) SS No 2.

(Periodical Surveys, when held, must be reported in detail and serially 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 summarised at the end of the report. State also the dates 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?

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?

To what pressure were they afterwards adjusted under steam? 200 lb

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?

, 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?

, 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? no 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.

The boiler examined throughout & found in good working condition. The cylinders, pistons, slides, crank & thrust shafting, condenser, all pumps & suction, screw shaft, propeller, sea connections & fastenings examined. A new circulating pump of 6½" dia. fitted in place of original pump of 6" dia. to suit owners. New suction & discharge pipes, ships side discharge valve, & wider water end on condenser, fitted to suit increased capacity of circulating pump.

The 3 piston rods, HP & MP valve spindles, & bilge pump plunger skimmed up & rebushed. Feed pump plunger renewed.

The main steam pipe annealed & tested to 400 lb per square inch. Stern bush rewooded.

## 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, 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, 140 lb., F.D., &c.)

is eligible in my opinion to remain as classed, & to have fresh record of -1 LMC 5, 15; Note S S, 15.

Survey Fee (per Section 29) £ 2 : 0 : 0 Fees applied for 26-5-15  
Special Damage or Repair Fee (if any) £ : : 8/6  
(per Section 29)  
Travelling Expenses (if chargeable) £ : : 24/7/15

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

Committee's Minute TUE. JUN. 1-1915

WED. AUG. 4-1915

Assigned

L.M.C. 5-15.

MACHINERY CERTIFICATE  
REGISTERED 29/7/15



Lloyd's Register  
Foundation

W866-0121



Special survey held on  
machinery

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 5.15

S 5.15

S.M.  
27.5.15

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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