

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

No. 9755

SAT. AUG. 29. 1914

(Received at London Office)

Date of writing Report

When handed in at Local Office

28/8

14

Port of

Grimsby

No. in Reg. Book

Survey held at

Grimsby

Date, First Survey

19/8

Last Survey

28/8

19/14

Tonnage

Gross 163

Net 74

Vessel built at

Grimsby

Registered Horse Power

40

Engines made at

Glasgow

By whom

Schofield, Hagerup &amp; Doughty

When 1901-1

By whom

Muir &amp; Houston

When 1901

No. of Main Boilers

1

Boilers, when made (Main)

1901

(Donkey)

No. of Donkey Boilers

-

Steam Pressure in Main Boilers

180

Owners Consolidated S. &amp; G. S. Co. Ltd

By whom

J. D. Marsden

Voyage Fishing

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

No Dock

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

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys (including date of N.B., if any).

1-100A1 1-L.M.C

Stm Brawler 8.13

S.S. Lynn No. 3 8.13 S. 8.12

Last Report No.

Port

Bd +

Particulars of Examination and Repairs (if any) Ce: shaft

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 "

"

"

yes

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? 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 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?

Bush rewooded.

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

Complete.

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

The boiler examined throughout. A small riveted patch fitted at starboard end back where wasted taking in one screwed stay. The plating in way of two corner stays where wasted at same end back welded up by the Ray Acetylene process and new stays fitted. A few wasted rivets at front doubler plate between tubes and at furnace mouths renewed. The screw shaft, propeller, and sea connection fastenings found satisfactory.

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.B., &c.)

is eligible in our opinion to remain as classed with fresh record of 18.8.14. Note 8.8.14

Survey Fee (per Section 28)..... £ 1 : - - -

Fee applied for

Special Damage or Repair Fee (if any)..... £ : : :

28/8/14

Travelling Expenses (if chargeable)..... £ : : :

Received by me

CMarshall & G. of London  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned

28.8.14

TUE. SEP. 1-1914

Lloyd's Register Foundation

W869-0011



BS due 8.14 kua +  
I crew ship home

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 BS 8.17

5.8.17

SP

31.8.14

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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