

No. 11164

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

(Received at London Office)

Writing Report 20<sup>th</sup> Sept 1919 When handed in at Local Office 22<sup>nd</sup> Sept 1919 Port of GRIMSBY

Survey held at Swansea Date, First Survey 16<sup>th</sup> Sept 1919 Last Survey 16<sup>th</sup> Sept 1919

on the Machinery of the Wood, Iron or Steel SC/K KING GEORGE Master

Gross 164 Net 43 Vessel built at Grimby By whom Chapman, Hapgood & Sons When 1901.2

Engines made at Edgworth By whom Muir & Houston When a

Boilers, when made (Main) 5.16. (Donkey) ✓

Owners Consolidated S & F Co Port Grimby Voyage Fishing

Donkey Boilers 180 Surveyed Afloat or in Dry Dock Humber Iron Works

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

Report No. Port

Particulars of Examination and Repairs (if any) Docking

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the age and initials of any letters respecting this case.

Age 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?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no not due

Donkey " " "

Was not done, state for what reasons?

At parts of the Boilers could not be thus thoroughly examined?

At 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?

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Screw shaft now been drawn and examined? no Is it fitted with continuous liner? or two liners? or is it without liners?

Shaft now been changed? If so, state reasons

Shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? 8 1/4

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

When tested and approved by the Surveyor

Propeller & fastenings in order

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, or F.D., &c.)

The machinery so far as seen is visible in my opinion

Remains as classed without fresh record

Fee (per Section 28) £

Damage or Repair Fee (if any) £

Expenses (if chargeable) £

Fees applied for 19

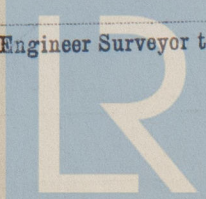
Received by me, 19

Committee's Minute TUE 30 SEP 1919

Signed As now

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

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



Lloyd's Register Foundation W869-0019



Decking

*It is submitted that  
this vessel is eligible to  
remain as CLASSED.*

*25/9/9*

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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