

No. 30967

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

(Received at London Office)

15/3 1919 Port of Hull

When handed in at Local Office

Survey held at

Hull

Date, First Survey

3/3/19

Last Survey

12/3/19

1919

(No. of Visits)

4

In the Machinery of the

Wood, Iron or Steel

S.S. "ISLE OF MAN"

Master

YEAR. MONTH.

176

Vessel built at

Hull

By whom

Larrie Co Ltd

When 1905-9

69

Engines made at

Hull

By whom

Larrie Co Ltd

When 1905

45

Boilers, when made (Main)

1905

(Donkey)

1

Owners

Hull Steam Towing & Repairs

Hull

Voyage

Fishing

4

If Surveyed Afloat or in Dry Dock

ST Andrew

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

200

(State name of Dock.)

Ship and Dock

Port No.

Port

Years of Examination and Repairs (if any)

LMC

When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on machinery (the cause of which must be stated) should be separated from repairs due to other causes; and details in the body of the report, should be briefly summarised at the end of the report. State also the date 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 not.

Was a damage report made by anyone else? If so, by whom?

Did you personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey

done, state for what reasons?

Were the Boilers could not be thus thoroughly examined?

By what 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 you examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

200 lbs

Did you examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Did you examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boiler?

Did you examine the drain plugs of the Main Boilers?

and of the Donkey Boiler?

Did you examine all the mountings of the Main Boilers?

and of the Donkey Boiler?

Has it now been drawn and examined?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

Has it been changed? If so, state reasons

How 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?

1/8"

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

Boiler and its mountings examined throughout and found in good working condition. Cylinders, pistons, slides, crank and thrust, all pumps, Condenser and Suction, screw-propeller and sea connections and fastenings examined and found satisfactory or made so. Piston rings - 2 new H.P. rings fitted, 2 new rings fitted to valve, Air and circulating pump rods skimmed up and new bushes fitted and glands retightened. Bilge pump renewed. Both auxiliary pumps overhauled. Plug fitted to Cock for water gauge on boiler shell. Air steam pipe annealed and tested to 400 lbs.

Observations, Opinion, and Recommendation: This vessel's Machinery is in good working order. I have no objection to the vessel's classification as classed in my opinion to remain as classed and have fresh record of + LMC 3-19. Note Screw Shaft 3-19.

Damage or Repair Fee (if any) (per Section 25.)
Expenses (if chargeable)

Fees applied for

15/3 1919

Received by me

31.3.19

Committee's Minute

FRI. 28. MAR. 1919

Machinery Certificate
WRITTEN 5.8.19

TUE. 13. JAN. 1920

John Robertson
Engineer Surveyor to Lloyd's Register of Shipping.Lloyd's Register
Foundation

S.S. 703 due 9.17 now held
Screwshaft examined & minor repairs
effected.

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. + L.M.C 3,19

S 3,19 to be noted

L.L.
24/3/19

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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