

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

WED. - 8 DEC. 1915

(Received at London Office)

Date of writing Report

19

When handed in at Local Office

6/12/15

19

Port of

GRIMSBY

in Book

Survey held at

GRIMSBY.

Date, First Survey

28/6

Last Survey

30/11/1915

(No. of Visits)

21

10

on the Machinery of the ~~Wood, Iron or Steel~~ Sc. X CARLTON

Master

YEAR MONTH

Age

Gross 267

Net 124

Vessel built at

Selby

By whom

Cochrane & Sons

When 1904-4

Registered Power

69

Engines made at

Hull

By whom

B. D. Holmes & Co.

When 1904

Main Boilers

1

Boilers, when made (Main)

1904

(Donkey)

Donkey Boilers

180

Owners

Y. C. & F. Moss

Port

Grimsby

Voyage

Port Service

Report No.

Port

SCP. 2

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 names and initials of any letters respecting this case.

CHARACTER. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
T100A1 Stm. Trawler 2-15 S.S. Gms. No. 1-11		T.L.M.C. 4-11 B.S. 9-14 S. 6-13

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?

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

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 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?

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 the screw shaft now been drawn and examined? Yes

Is it fitted with continuous liner? Yes

or two liners?

or is it without liners?

Has the shaft now been changed? No. If so, state reasons

Has the shaft now fitted new? Has it a continuous liner?

or two liners?

or is it without liners?

What is 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.

The furnaces of the boiler which were considerably deflected have been renewed, with entirely new heating surface - new combustion chambers (old girders fitted), tubes, and screwed stays. The boiler examined throughout, and afterwards tested by water to 360 lbs per sq. inch & found tight sound. Superheater valves & pipes examined.

The Cylinders, pistons, slides, crank & thrust shafting, all pumps, condenser, suction, screw shaft, propeller, and sea connections & fastenings examined. The H.P. Cylinder bored out and piston renewed. The S.P. slide valve rods, air pump rod, & feed & bilge pump rams skinned up and rebushed. Shafting aligned.

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

(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, 14, 15, F.D., &c.)

eligible in my opinion to remain as classed with fresh record of T.L.M.C. 11-15. Note S. 11-15

Survey Fee (per Section 28) £ 1 10 -
Special Repair Fee (if any) £ 2 2 -
Travelling Expenses (if chargeable) £ :

Fees applied for 6/12/15
Received by me, 28/12/15

C. Mansel

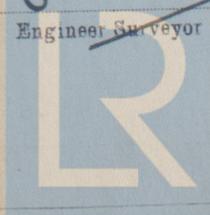
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 14 DEC. 1915

Assigned

+ L.M.C. 11-15

MACHINERY CERTIFICATE
WRITTEN 6-1-16



Lloyd's Register Foundation

L.S. No 2 due 4. 15 - under
& determine 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~~

+ LMC 11.15

S 11.15

J.M.

9.12.15

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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