

t. 9. No. 27983
Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office SAT. OCT. 10. 1914)

Date of writing Report 10 When handed in at Local Office 9. 10 - 1914 Port of Hull
 No. in Survey held at Hull Date, First Survey 2. 10. 14 Last Survey 5-10-1914
631 on the Machinery of the Wood, Iron or Steel Sc K. "Celia" Master
 Tonnage { Gross 202 Vessel built at Hull By whom Earles Co. Ltd When 1908-7
 { Net 79 Engines made at Hull By whom Amos & Smith When 1908
 Registered Horse Power 47 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 none If Surveyed Afloat in Dry Dock St Andrew's
 Steam Pressure 200 (State name of Dock.)
 No. of Donkey Boilers

Last Report No. Port
 Particulars of Examination and Repairs (if any) Sc. Shaft & Part BS

Periodical Surveys, when held, must be reported in detail and serially 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 entries being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case. H. 5-10-14

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 since last survey required. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|-----------------------------------|--|
| <u>1-100 A1</u> | | <u>1-LMC 8, 12</u> |
| <u>5th Trawler</u> | | |
| <u>3, 14</u> | | |
| <u>33 Hul. N: 1-12</u> | | <u>S 11, 12.</u> |

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? yes

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? not adjusted

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

Has the shaft now fitted new? no Has it a continuous liner? or two liners? or is it without liners?

Is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Stem bush rewooded.

Is survey is not complete state what arrangements have been made for its completion and what remains to be done? Safety valves to adjust at first opportunity.

The boiler examined throughout & found in good working condition.
 The screw shaft, propeller, sea connections & fastenings found satisfactory.
 This vessel left by early morning tide, & no opportunity has been afforded to adjust the safety valves.

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.&N.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)
is eligible in my opinion to remain as classed, with fresh record of BS 10, 14; on completion of the survey as above.
Note S 10, 14.

Survey Fee (per Section 28) £ 1 : - : - Fees applied for
 Special Damage or Repair Fee (if any) £ : : :
 (per Section 28.)
 Sailing Expenses (if chargeable) £ : : :

Received by me, P. Fitzgerald.
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. OCT. 13. 1914
 Signed Deferred.
 TUE. FEB. 9 - 1915
 TUE. MAR. 2 - 1915
 TUE. MAR. 16. 1915

B.S. due 7.14 - Now pt. held. to complete
at 1st opportunity.

It is submitted that this
vessel WILL BE eligible for
the record B.S. 10.14 when the
S.S. have been adjusted.

N.B.—If this Report is copied by Coping 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.

(2)

10.10.14

S.10.14.

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



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