

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

(Received at London Office)

FRI. JUN. 25. 1915

Date of writing Report 1915 When handed in at Local Office 24/6 1915 Port of GRIMSBY

No. in Reg. Book. Survey held at GRIMSBY. Date, First Survey 17/6 Last Survey 17/6 1915 (No. of Visits) 1

145 on the Machinery of the Wood, Iron or Steel Lc K. DAVE Master

Tonnage Gross 265 Net 108 Vessel built at Selby By whom Lochrane & Sons Ltd When 1913-10

Registered Horse Power 87 Engines made at Hull By whom Amos & Smith Ltd When 1913

No. of Main Boilers 1 Boilers, when made (Main) 1913 (Donkey)

No. of Donkey Boilers 1 Owners The D Line Steam Fishing Co Ltd Grimsby Voyage East Service

Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Dry Dock

in Donkey Boilers

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.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
T100A1		TL M.C 10-13
Stm. Trawler		
10-13		

Last Report No. Port Particulars of Examination and Repairs (if any) Dock 9

Periodical Surveys, when held, must be reported in detail and verbatim 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 " " "

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?

To what pressure were they afterwards adjusted under steam?

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?

, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

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

Has shaft now been changed? 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?

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

Complete

The propeller stern bush, and sea connection fastenings found satisfactory.

General Observations, Opinion, and Recommendation:— This vessel's machinery is eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 98).....	£			Fees applied for
Special Damage or Repair Fee (if any).....	£			19
(per Section 98.)				Received by me,
Travelling Expenses (if chargeable).....	£			19

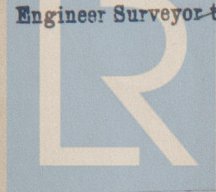
Committee's Minute TUE JUN. 29. 1915

Assigned

as now

W945-0080

Charles  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation



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

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.

*S.P.*

*25.6.15.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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