

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

FRI. MAY 30 1913

(Received at London Office)

Date of writing Report 28.5.13 When handed in at Local Office 28.5.13 Port of Hull
 No. in Reg. Book 664 Survey held at Hull Date, First Survey May 8 Last Survey May 23rd 1913
 on the Machinery of the Wood, Iron or Steel S. K. "DIPAX" Master W. J. H. H. H.
 Tonnage { Gross 272 Vessel built at Selly By whom Cuthman & Sons When 1905
 Net 94 Engines made at Hull By whom C. R. Holmes & Co. Ltd. When 1905
 Registered Horse Power 70 Boilers, when made (Main) 1905 (Donkey) "
 No. of Main Boilers 18.3 Owners J. H. Hollinson Port Hull Voyage Fishing
 No. of Donkey Boilers 1 Surveyed Afloat or in Dry Dock St. Andrews
 Steam Pressure in Main Boilers 200 (State name of Dock)
 in Donkey Boilers 1

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) L. M. G.

(Periodical Surveys, when held, must be reported in detail and serially 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? Yes Was a damage report made by anyone else? If so, by whom? Yes

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YesDo. " Donkey " " " YesIf this was not done, state for what reasons? NoneAnd what parts of the Boilers could not be thus thoroughly examined? NoneAlso 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? NoneDid the Surveyor examine the Safety Valves of the Main Boiler? YesTo what pressure were they afterwards adjusted under steam? 200 lbs.Did the Surveyor examine the Safety Valves of Donkey Boiler? YesTo what pressure were they afterwards adjusted under steam? NoneDid the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? NoneDid the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? NoneDid the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? NoneHas screw shaft now been drawn and examined? YesIs it fitted with continuous liner? Yes or two liners? Yes or is it without liners? YesHas shaft now been changed? No 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? 6 in (bush rewooded on lower half)If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Vessel placed upon the slipway. Examined the propeller, fastenings of the stem bush, the sea connections & their fastenings, discharge valves, & bilge injection valve: found good.

Tail shaft drawn in, examined, found good, & replaced.

Stem bush rewooded on lower half.

Examined the cylinders, pistons, valves, crank & thrust shafting, pumps, condensers, valves, suction, & rods etc. & found or made good.

Boilers examined internally & externally & all mountings: found or made good.

Repairs:- Bottom boiler manhole door renewed. Condenser cleaned out & retubed.

H.P. & M.P. valve spindles & bilge pump plunger skimmed up & retubed. Air pump

rod skimmed up & retubed. Circulating pump rod & bucket renewed. Bilge

pump suction & delivery valves & scale renewed. H.P. piston valve renewed, cap

lost.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, in view

(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, 140 lb., F.D., &c.)

in good working condition, & in my opinion is remaining as classed & to have records of L.M.C. 5.13 & T.S. 5.13 in the Register Book.

Survey Fee (per Section 28) 22 : 10 : 0 Fees applied for 29.5.13
 Special Damage or Repair Fee (if any) 0 W.R.
 (per Section 28.) 0 Received by me, W.R.
 Travelling Expenses (if chargeable) 0 1.7.13

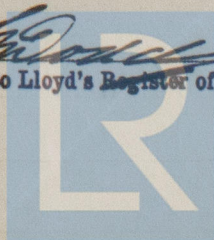
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

TUE JUN. - 3. 1913

Assigned

Hme 5.13

MACHINERY CERTIFICATE
WRITTEN 3/13

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Lloyd's Register
Foundation

W948-0107

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 5-13

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$\frac{30.5.13}{S. 5.13,}$

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.