

# 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 667 Survey held at Hull Date, First Survey May 8 Last Survey May 23<sup>rd</sup> 1913 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel S.S. K. "DIPAX" Master                     

Tonnage { Gross 272 Vessel built at Sully By whom Cookman & Sons When 1905  
 Net 94 Engines made at Hull By whom E. J. 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 Y Y Surveyed Afloat or in Dry Dock At: Andrews

Steam Pressure in Main Boilers 200 in Donkey Boilers Y

Last Report No.                      Port                     

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

CHARACTER, Date of Special Survey, Date of Last Survey and of Periodical Surveys.	Years Assigned new survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A. 1. Dim. Draught</u>	<u>4.12</u>	<u>2.14.1.5.09</u>
<u>S.S. Hull. N° 1.09</u>	<u>                    </u>	<u>B.S. 4.12</u>
		<u>Shell. 4.12.</u>

(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 summarized 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? Yes

Do. " Donkey " " " Yes

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? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

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? Yes, 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                     

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 draft drawn in, examined, found good, & replaced.

Stem bush rewooded on lower half.

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

Pistons 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 skinned up & retubed. Air pump rod skinned up & retubed. Circulating pump rod & bucket renewed. Bilge pump suction & delivery valves & seats renewed. H.P. piston valve renewed, call board.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, is now

(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.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

in good working condition, & fit for service in my opinion, & remaining as classed & to have

records of 2.14.1.5.13 & T.S. 5.13 in the Repair Book.

                    

                    

Survey Fee (per Section 28) 22:10:0 Fees applied for 29:5:13

Special Damage or Repair Fee (if any)                      Y.R.

Travelling Expenses (if chargeable)                      Received by me,                     

Committee's Minute TUE. JUN. -3. 1913

Assigned Thome 5.13

MACHINERY CERTIFICATE WRITTEN 3/13

W948-0107



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Insert Character of Ship and Machinery precisely as in the Register Book.

M. No. 2 due 5.13 - Now held  
on machinery.

H.P. piston valve renewed &  
minor repairs effected.

It is submitted that  
this vessel is eligible for  
THE RECORD, L.M.C. 5.13

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.

30.5.13  
S.5.13

*[Handwritten text in cursive script, mostly illegible due to fading and bleed-through. The text appears to be a detailed report or log entry.]*

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