

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

No. 9987.

THU. APR. -8. 1915

(Received at London Office)

Date of writing Report 10 When handed in at Local Office 7.4.15 Port of GRIMSBY.

No. in Reg. Book. Survey held at GRIMSBY. Date, First Survey and Last Survey 26.3.1915

1032 on the Machinery of the Wood, Iron or Steel S.S. ANGELUS (No. of Visits 1)

Tonnage Gross 304 Net 158 Vessel built at Selby By whom Cochrane & Sons Ltd. Master When 1914-3

Registered Horse Power 86 Engines made at Hull By whom B.D. Holmes & Co Ltd When 1914

No. of Main Boilers 1 Boilers, when made (Main) 1914 (Donkey)

No. of Donkey Boilers 1 Owners White & Willows Port Grimsby Voyage Fishing

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

in Donkey Boilers

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

(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? ☒ 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? BS not due.

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

Has 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? 1/8"

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

How Done: Vessel placed in dry dock; Propeller, stern bush, and fastenings in order.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is eligible, in my opinion, to remain as classed, without fresh record of Survey.

Survey Fee (per Section 25) £ Fees applied for 19

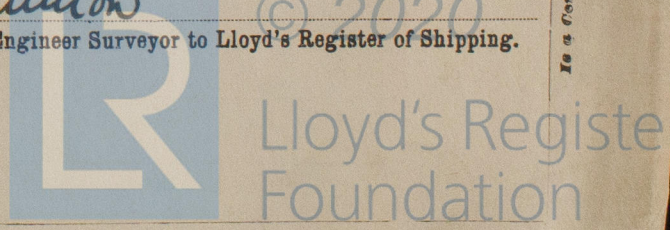
Total Damage or Repair Fee (if any) (per Section 26) £ Received by me, 19

Travelling Expenses (if chargeable) £

Committee's Minute TUE. APR. 13. 1915

Assigned as now

Glossop  
Engineer Surveyor to Lloyd's Register of Shipping.





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

*Sur*  
*9/4/15*

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.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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