

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

(Received at London Office 13 AUG 1936)

Date of writing Report: 7/8/1936 When handed in at Local Office: 7/8/1936 Port of Leith

No. in Survey held at Burntisland Date, First Survey 16/4/36 Last Survey 6/8/1936
g. Book. 75443 on the Machinery of the Wood, Iron or Steel "FULHAM II" (No. of Visits 6)

Tonnage: Gross 1596 Net 877 Vessel built at Burntisland By whom Burntisland SBC² When 1936
Engines made at Sunderland By whom NE Marine Eng² When 1936
Nominal Horse Power 185 Boilers, when made (Main) 1936 (Donkey) 1936
No. of Main Boilers 158 Owners The Mayor, Aldermen & Councilors of the Metropolitan Borough of Fulham Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1418 Managers Port London Voyage -
Steam Pressure in Main Boilers 200lb If Surveyed Afloat or in Dry Dock Burntisland (State name of Dock.)
in Donkey Boilers 100lb

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) First Entry

Periodical surveys, when held, must be reported in detail and variation 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 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.

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

as 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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?

State latest date of internal examination of each boiler. Present condition of funnel(s)

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 Boilers?

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 the screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft. State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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

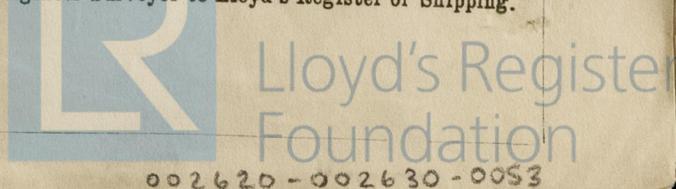
The sea cocks & valves have been efficiently fitted in place & the stern frame has been bored out to receive the stern tube & tube, shaft & oil gland fitted. The vessel has been towed to Sunderland to have the Engines & Boilers fitted. Loaded trials have been carried out in the Firth of Forth & found satisfactory. The details of survey are as follows:—

<i>Stem frame bored out</i>	<i>: -</i>	<i>16/4/36</i>
<i>Engine & boiler seatings</i>	<i>: -</i>	<i>23/4/36</i>
<i>Completion of fitting sea-cocks</i>	<i>: -</i>	<i>23/4/36</i>
<i>Loaded trials</i>	<i>: -</i>	<i>6/8/36</i>

General Observations, Opinion, and Recommendation:— This machinery in my opinion is in safe working condition & eligible to be classed in the Register Book with the notation LMC 8-36 & TS (06)

Survey Fee (per Section 29) £ : : Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Selling expenses (if chargeable) £ : :
Received by me, £ : :
Chas R. Rowcliffe
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 14. AUG 1936 FRI. 11 SEP 1936
Signed Chas R. Rowcliffe 1914



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