

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 13 OCT 1947)

Date of writing Report 30-9-1947. When handed in at Local Office 13 OCT 1947. Port of Ipswich.

No. in Survey held at Yarmouth. Date First Survey 22-5-46 Last Survey 16-9-1947. (No. of Visits 6)

15631 on the Machinery of the Wood, Iron or Steel S.S. "YELLOWHAMMER"

Tonnage { Gross 217. Vessel built at St. Yarmouth. By whom Crabtree & Co. Ltd. When 1928 1.
 Net 84. Engines made at - do - By whom - do - When 1928.
 Nominal 35. Boilers, when made (Main) 1928. (Donkey) ✓
 Horse Power }
 No. of Main Boilers one Owners East Yarmouth S. Co. Ltd. Owners' Address ✓
 No. of Donkey Boilers ✓ Managers ✓ (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 120 lb. Port Yarmouth. Voyage ✓
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Fellows. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) + LMC & T.S.

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? ✓
 " " " Donkey " " " ✓

If not, 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 13-8-47. Present condition of funnel(s) good.

Did the Surveyor examine the Safety Valves of the Main Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓
 Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ 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 Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? ✓ Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓
 Has shaft now been changed? No If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 28-11-46. State the wear down in the stern bush Close fit Is electric light and/or power fitted? No all electrical equipment removed. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓
 Engine parts, when referred to by numbers, should be counted from forward. Complete.

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

how done.

Vessel placed in dry-dock, propeller, screwshaft, stern tube & bush and sea connections with their fastenings examined.
 Examined all cylinders, pistons, slide valves, crank shaft, thrust shaft, pumps and Condenser. Auxiliary engines examined throughout also windlass & steering engine. Examined pumping arrangement of valves, cocks, pipes & strainers.
 Boiler examined internally & externally with its steam pipes, safety valves, doors & mountings. Boiler examined under steam & its safety valves adjusted to 120 lb. D.

Repairs. Screw shaft skinned up in lath (liner only) & bush rewooded. Steam pipes tested.
 Aux. pump. new bucket & imp fitted. minor repairs effected.
 Pump lower skinned up & new bucket fitted.
 Note: all electrical equipment removed from vessel.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as seen, is in a

(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, BS 9,11, B&MS 9,11 or LMC 140 lb., FD, &c.)

Safe working condition & eligible in my opinion to remain as classed and to have rotation + LMC 9-47 and date when screwshaft last seen T.S. 11-46.

Survey Fee (per Section 29) LMC £10 - - Fees applied for 13 OCT 1947
 Special Damage or Repair Fee (if any) £
 Travelling expenses (if chargeable) £
 Committee's Minute
 Assigned
 Received by me, Joyvall
 Engineer/Surveyor to Lloyd's Register of Shipping.
 TUES. 11 NOV 1947
 + LMC 9.47
 S. 11.46



CERTIFICATE WRITTEN.

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

If so, to be sent to