

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

(Received at London Office 24 MAY 1945)

Date of writing Report 23-5-45. When handed in at Local Office 23-5-45. Port of MILFORD HAVEN.

No. in Reg. Book. Survey held at MILFORD HAVEN. Date. First Survey 15-5-45. Last Survey 16-5-1945. 59117. on the Machinery of the ~~Wood, Iron or Steel~~ Yl. ILFRACOMBE. (No. of Visits 2.)

Tonnage } Gross 165.
 Net 64.
 Vessel built at GLASGOW. By whom MACKIE & THOMSON. When 1897. 11.
 Engines made at GLASGOW. By whom MUIR & HOUSTON LTD. When 1897.
 Boilers, when made (Main) 1897. +NB 3.15 (Donkey) -
 Owners DON TRAWLING CO. LTD. Owners' Address -
 (if not already recorded in Appendix to Register Book.)
 Managers - Port LOWESTOFT. Voyage FISHING.
 If Surveyed Afloat or in Dry Dock PATENT SLIPWAY.
 (State name of Dock.)
 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 TS, AIR & CIRC. PUMPS.

(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 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? -

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

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 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? Yes. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State date of examination of Screw Shaft 15-5-45. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8th.B.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted -

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? -

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Thrust shaft, air and circulating pump casting to renew (3 mths. limit).

Vessel placed on slipway, outer end of stern bush, propellor and outside fastenings of sea connections examined and found in good order.

All underwater valves and cocks opened up and found or placed in good order.

Tail shaft drawn in, examined and found in good order.

Thrust shaft examined and collars found to be worn badly.

Main engine driven air and circulating pumps opened out, division between pump chambers found wasted heavily.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good

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

condition and eligible in my opinion to remain as classed with fresh record of TS seen 5,45, subject to thrust shaft and main engine driven air and circulating pump casting being renewed before 8,45, (3 months limit).

Survey Fee (per Section 29) TS. £ 1 : 10 : 0 Fees applied for 23-5-1945.
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :
 Travelling expenses (if chargeable) £ : : Received by me, 19.

Committee's Minute

Assigned

FRI 22 JUN 1945

As non subject

S 5.45

W1052-0018

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

Is a Certificate required? If so, to be sent to