

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

No. 82476

16 DEC 1919

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(Received at London Office)

of writing Report 19 When handed in at Local Office 10

Survey held at St Yarmouth Port of Swanwick

Date, First Survey 7-7-19 Last Survey 27<sup>th</sup> 11-1919

on the Machinery of the Wood, Iron or Steel Se. 11. "RPS" Master (No. of Visits)

Gross 159 Vessel built at Selby By whom Bochmans Sons When 1913-5

Net 73 Engines made at Beebles By whom Elliott + Sarwood When 1913

Power 25 Boilers, when made (Main) 1913 (Donkey)

Main Boilers 1 Owners T. Sutton Port Yarmouth Voyage Coasting

Donkey Boilers  If Surveyed Afloat or in Dry Dock Fellows DR.

Pressure in Boilers 100 lb

Donkey Boilers

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned to expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A. 1</u> <u>Steam Trawler</u> <u>5-13</u>		<u>+L.M.C. 6-13</u>

Report No. \_\_\_\_\_ Port L.M.C.

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

Special Surveys, when held, must be reported in detail and scrutiny in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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

Donkey " " " " Yes

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lb

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?  , and of the Donkey Boiler?

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

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners?  or is it without liners?

Has the 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?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Nil. (Stern bush rewooded)

Where the survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

The main engine cylinders, pistons, slide valves, crank, thrust screw shafting, condenser, pumps (main & auxiliary) with their connections, stern tube bushes, propeller, sea cocks & valves examined.

The main boiler examined internally & externally & found satisfactory. all mountings opened out, examined & found in safe working condition.

The boiler examined under steam & the safety valves adjusted to 180 lb.

### General Observations, Opinion, and Recommendation:—

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. 0,11, E.&M.S. 0,11, or L.M.C. 0,11, (No. 1b, F.D., &c.)

The machinery of this vessel has been examined in detail throughout & found in good condition. boiler examined under steam & safety valves adjusted.

See report of Survey on Hull of this vessel.

(per Section 28) £ 2-0-0

Damage or Repair Fee (if any) (per Section 28.) £ :

Expenses (if chargeable) £ 2:5:0

Received by me, A.E. Farminer + Robert Rae Engineer Surveyor to Lloyd's Register of Shipping.

11/11/19 due 5.17 now held

crew list examined

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

It is submitted that  
this vessel is eligible for  
**THE RECORD.** + L.M.C. 11.19

5.11.19

19/12/19

0-0-0

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THE SURVEYORS ARE REQUESTED TO WRITE IN THE MARGIN.



Lloyd's Register  
Foundation