

(Received at London Office)

Date of writing Report10When handed in at Local Office10Port of

No. in Reg. Book.20067Survey held aton the Machinery of the ~~Wood, Iron~~ or Steel.Sck Castelneau ex John Jacobs

Tonnage { Gross
Net

Vessel built atBy whomWhen

Engines made atBy whomWhen

No. of Main BoilersBoilers, when made (Main)(Donkey)

OwnersPortVoyageTrawler

No. of Donkey Boilers

Steam Pressure in Main Boilers

If Surveyed Afloat or in Dry Dock(State name of Dock.)

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).

Last Report No. Port

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serialim 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? Occasional Survey

Did the Surveyor personally go inside each Main Boller separately and make a thorough examination at this time? Complete Survey

Do. " 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?

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

Did the Surveyor examine the Safety Valves of Donkey Boller? 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 Boller?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boller?

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

Has 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 shaft now been changed? If so, state reasons

Is the shaft now fitted new? 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? This Survey was made in order to ascertain the state of the engine.

All the Cylinders, slide valves, pistons, pumps and parts, bearings, sea water inlets and their fittings, the general disposition of the Cocks and the holds' Suctions have been taken apart- examined and refixed in good condition. The Condenser has been opened, filled and tested, it is in good condition - The Crank shaft was not unshipped but the liners are good.

The boiler and Safety Valves, the doors and the accessories have been examined inside and outside, found in good condition and refixed. All the Cocks have been examined and refixed in good condition. The Safety Valves have been adjusted under steam to the pressure indicated above, they work well.

General Observations, Opinion, and Recommendation:— P T O

(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, E.S. 9.11, E.&H.S. 9.11, or * L.M.C. 9.11, 140 lb., E.D., &c.)

The machinery of this ship is in good condition and, in my opinion, the ship can remain classed as she is at present and may receive the Annotation B and MS 8.22 in the Register Book of the Society.

Survey Fee (per Section 28) £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : 19

(per Section 28.)

Rolling Expenses (if chargeable) £ : : Received by me,

19

Committee's Minute FRI. SEP. 11 1912

signed

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

005141-005153-0129

Repairs - The regulators of the feed pump and the donkey pump have been taken away to put an intercepter valve between the retaining valve clapper and the boiler.

A ^{gauge} ~~third~~ Cock has been put in accordance with French Law. A valve for surface extraction has been put - and a pipe with a funnel has been put - inside the boiler - A Cock with pipe has been put - on the condenser to replenish the losses of fresh water.

The injector has been put for suction to the ballast tank.

Note. The iron plates put upon the bearing in front of the crank MP and upon the bearing in front of the Crank BP are in good condition - A careful survey of this part reveals the fact that they were placed there to hide a defect in the run of this piece.

No crack ^{visible} or fault was discovered