

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

(Received at London Office)

of writing Report 29th Nov 1920 When handed in at Local Office 1920 Port of Milford

Survey held at Pembroke Dockyard Date, First Survey 21 July Last Survey 18 Sept 1920
 (No. of Visits)

7746 on the Machinery of the Wood Iron or Steel Trawler Henry Flight Master

Gross 206 Vessel built at Queen's Chester By whom J. G. Abdela, & Mitchell When 1918
 Net 94 Engines made at Brem's Combe By whom Abdela & Mitchell When 1918
 (Donkey) London

Boilers, when made (Main) 1918 Port London Voyage

Donkey Boilers 1 Owners The Admiralty
 Pressure 180 If Surveyed Afloat or in Dry Dock
 Main Boilers 1 (State name of Dock.)

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

CHARACTER.	Years Assigned how long expired.	Machinery and Boiler Survey (including date of N.B., if any).
<input checked="" type="checkbox"/> for Special Survey.		
Date of last Survey and of Periodical Surveys.		
<u>F. E. attached</u>		

Report No. Port
Particulars of Examination and Repairs (if any) See C

Medical Surveys, when held, must be reported in detail and seriatim 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the 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?
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

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

Where a survey 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? Tested to 270 lbs 0"

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 182 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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? Yes, 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? No 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? 40"

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

Examination made of Cylinders, pistons Slide valves
Crank Shaft, and screw shafts Examination
made of Air, circulating feed, and bilge pumps
with their connections Condensed steam
Sea cocks, and their fastenings steam
boiler was examined internally, and externally and
found satisfactory

All defects made good

General Observations, Opinion, and Recommendation:— The machinery

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

of this vessel is in a good and safe working condition and in my opinion eligible to have Class F. 20 assigned

Survey Fee (per Section 28) 2 Fees applied for 19

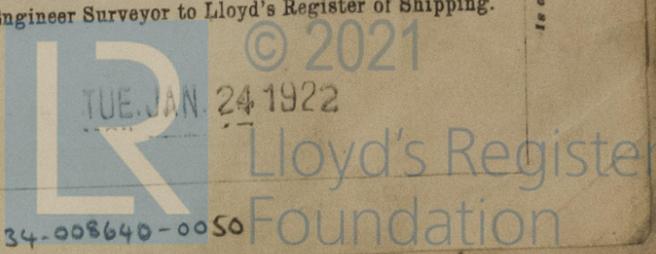
Local Damage or Repair Fee (if any) See Hull report (per Section 28.)

Rolling Expenses (if chargeable) 19

Received by me, J. W. Johnstone

Committee's Minute signed L.M.C. 9.20

J. W. Johnstone
Engineer Surveyor to Lloyd's Register of Shipping.



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

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