Rpt. 9.

No. 82392

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

(Received at London Office 9 FEB 1921)

Date of writing Report 29th Dec 1920 When handed in at Local Office 9 FEB 1921 Port of ~~Ipswich~~ London

No. in Reg. Book. Survey held at Brightlingsea Date, First Survey Oct 29th 1920 Last Survey 10th Dec 1920 (No. of Visits 5)

on the Machinery of the ~~Wood~~, ~~Iron or~~ Steel Sc. K. "Samuel Drake" Master

Tonnage { Gross / Net

Registered Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure— in Main Boilers / in Donkey Boilers

Vessel built at Paisley By whom Bow. McLachlan When 1918 – 12 (YEAR. MONTH.)

Engines made at Liverpool By whom Fawcett Preston & Co When 1918

Boilers, when made (Main) 1918 (Donkey) ✓

Owners The Admiralty Port London Voyage Fishing

If Surveyed Afloat or in Dry Dock Afloat & Alongs (State name of Dock.) Slipway, Brightlingsea

Last Report No. Port

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).
B.C class		B.C class

Particulars of Examination and Repairs (if any) Admiralty Reconditioning

(Periodical Surveys, when held, must be reported in detail and seriatim 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? Yes

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 Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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

Has shaft now been changed? No If so, state reasons ✓

Is the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? 1/8" bare

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

Now Done:- The cylinders, pistons, valves, condenser, pumps (main & auxiliary) with connections, crank & thrust shaft with bearings, opened up & examined. The propeller tail shaft, stern tube & bush examined. Sea cocks & valves opened up & examined with their fastenings, Boiler examined internally & externally & mountings opened up and examined. Boiler examined under steam & Safety valves adjusted. The Machinery together with Pumping arrangement throughout vessel tried under working conditions and found satisfactory.

Repairs Effected 2 fwd pump plungers skimmed & new gland & neck bushes fitted. New spindle for donkey discharge valve on ships side. Ridge filed off M.P. slide valve face. 1 Screw stay caulked & 1 new nut in Star furnace back end. Slight leaks caulked in back ends & on cercum steam pipes. Propeller refitted on cone & shaft. Boiler mountings, & sea cocks & valves overhauled as required

General Observations, Opinion, and Recommendation:—

(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, or ✠ L.M.C. 9.11, 140 lb., F.D., &c.)

The machinery of this Vessel is now in good working condition & eligible in my opinion to have the Record of L.M.C. 12.20 with "Screw Shaft Examination" 12.20 in the Society's Register Book

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) (per Section 28.) £ — Surveyors are forbidden to accept

Travelling Expenses (if chargeable) £

Fees applied for 19

Received by me 19

Robert Rae
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. JUL 1 1921

Assigned LRC 12.20

CERTIFICATE WRITTEN

(The Surveyor's expenses are to be paid by the owner of the ship, unless the contrary be specified.)

If so, is the report sent now, or when?

Insert character of ship and Machinery precisely as in the Register Book.

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

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