

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

(Received at London Office 25 NOV 1924)

Date of writing Report *November 22nd 1924* When handed in at Local Office *10* Port of *Milford*

No. in Survey held at *Dumbrook Dockyard* Date, First Survey *November 19th* Last Survey *November 21st 1924*
eg. Book. *58241* on the Machinery of the *Wood, Iron or Steel* *Sea K* "James Cepell" (No. of Visits *3*)

Gross Tonnage *281* Net *116* Vessel built at *Greenock* By whom *J. Brown & Co. Ltd* When *1918*
Engines made at *Glasgow* By whom *Sauldie, Gillies & Co* When *1918*
Boilers, when made (Main) *1918* (Donkey)
Owners *The Admiralty* Port *Loudon* Voyage *Fishing*
Managers
If Surveyed Afloat or in Dry Dock *Both*
(State name of Dock.) *Dumbrook Dockyard*

Last Report No. *3246* Port *Milford*

Particulars of Examination and Repairs (if any) *Screw shaft & Boiler*

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 " " " " " *Yes*

If this was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined? *All parts 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? *No* To what pressure were they afterwards adjusted under steam? *Yes*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *Yes*

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *Yes* and of the Donkey Boiler? *Yes*

Did the Surveyor examine the drain plugs of the Main Boilers? *Yes* and of the Donkey Boiler? *Yes*

Did the Surveyor examine all the mountings of the Main Boilers? *No* and of the Donkey Boiler? *Yes*

Has 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? *No*

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

Has the shaft now fitted new? *Yes* Has it a continuous liner? *Yes* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *Yes*

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *18"*

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

At the request of the Chief Engineer of A.M. Dockyard Dumbrook Dock I attended and found this vessel in the dry dock.

The Tailend shaft was drawn in, cleaned, and examined, and examination made of thrust shaft, collars and shoes, bearings and fastenings, stern gland, and studs, stern bush and fastening and all found or made efficient. All the underwater fittings were opened, cleaned, and examined, with their fastenings.

The Boiler mountings were not opened, as the Inspector of Machinery did not think it necessary seeing the vessel had been laid up since the last Boiler Survey.

The Boiler was examined internally and externally and the general condition is clean and good. The furnaces, tubes, combustion chambers, stays, manholes and doors, bottom of boiler and stools are in a satisfactory condition, the joint of the boiler is being sealed and coated.

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.S. 11, or L.L.C. 9, 11, 120 lb., S.D., &c.)

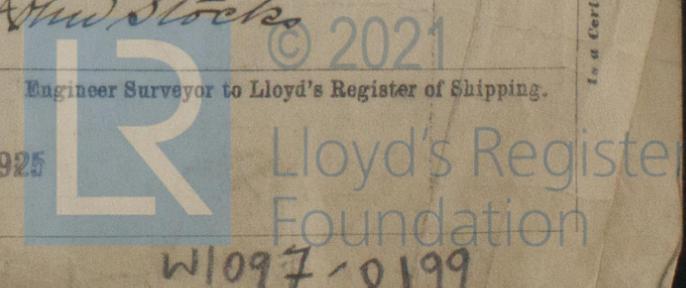
The machinery of this vessel so far as seen is in a good and efficient condition, and in my opinion is eligible to remain as now classed, and have record of survey and notations of Tailend seen 11, 24 BS 11, 24

Survey Fee (per Section 26) *3 0 0* Fees applied for *8 NOV 1924* from *London*
Special Damage or Repair Fee (if any) (per Section 28.)
Travelling Expenses (if chargeable)

Received by me, *John Stocks*
10
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute *Deferred* TUES. 2 DEC 1924 TUES. 27 JAN 1925 TUES. 5 MAY 1925

Assigned



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

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

S.S. No 1 due 10.24, the
boiler has been partly surveyed
The screw shaft, propelled
sea connections & thrust
shaft examined.

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 WILL BE eligible for
the record. BS 11.24 when
the S.F. have been
adjusted. 5 11.24.

Note above as
part S.S.

W.D.
11/24

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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