

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

(Received at London Office

THU 10 FEB. 1921

Writing Report 29 July 1921 When handed in at Local Office

10 Port of Major

Survey held at Pembroke Dockyard

Date, First Survey 13 August 1920

Last Survey 24 January 1921

(No. of Visits)

on the Machinery of the Wood, Iron or Steel

Trawlers James Peake

Master

Gross 275

Net 107

Vessel built at

Middlebro

By whom

Smiths Dock Co. L^d

When 1917-11

Engines made at

Middlebro

By whom

Smiths Dock Co. L^d

When 1917

Boilers, when made (Main)

1917

(Donkey)

Owners

The Admiralty

Port

London

Voyage

Fishing

Donkey Boilers

Pressure Boilers 180 lb

If Surveyed Afloat in Dry Dock

(State name of Dock.)

Pembroke

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 Allowed to expire. | Machinery and Boiler Surveys (including date of N.E., if any). |
|--|-----------------------------------|--|
| 1 st Entry etc | | |

Report No.

Port

Particulars of Examination and Repairs (if any)

L.M.C.

All Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and 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.

Where 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 not used? 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 "

all examined

If not done, state for what reasons?

Were parts of the Boilers could not be thus thoroughly examined?

Were 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?

To adjust

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?

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 screw shaft now been changed? If so, state reasons

No

Has the screw shaft now fitted new?

Has it a continuous liner?

Yes

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?

1/16"

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

Safety valves to adjust

and Main, and Auxiliary machinery to be examined under steam examination made of cylinders, pistons slide valves crank, Thrust and screw shafts. The Air pump, and helge pumps with their connection examined circulating pump, and Condenser examined, Sea cocks, and their fastenings examined The boiler examined internally, and externally, and found in order

All defects made good

General Observations, Opinion, and Recommendation:— The machinery

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, E.&M.S. 9, 11, or L.M.C. 9, 11, 14 & 15, F.D., &c.)

of this vessel is in a good, and efficient condition and in my opinion is eligible to have class assigned L.M.C. 1-21 (when machinery is steamed)

Fee (per Section 28)

£

Fees applied for

19

Damage or Repair Fee (if any)

£

Received by me,

19

Expenses (if chargeable)

£

J. H. Johnstone

Engineer Surveyor to Lloyd's Register of Shipping.

FRI 27 JAN 1922

TUE 14 FEB 1922

FRI FEB 17 1922

Committee's Minute TUE 15 FEB 1921

Subject L.M.C. 1. 21

CERTIFICATE WRITTEN

W 491-0073

Lloyd's Register Foundation

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

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

This vessel's machinery, of the standard "Castle" class, was built under the survey of the British Corporation & has now been submitted for classification & satisfactorily reported upon.

N.B.—If this Report is copied by Copving 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 LMC 1. 21.

51.21. subject to the safety valves being adjusted & the machinery examined under steam.

AWD
15/2/21



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