

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

WED. JAN. 21. 1914

(Received at London Office)

Date of writing Report 20th January 1914 When handed in at Local Office 19 Port of Melford

No. in Reg. Book. 257 Survey held at Melford Haven Date, First Survey 15 January Last Survey 15th January 1914

on the Machinery of the ~~Wood~~ Steel Trawler "Weigelia" Master (No. of Visits)

Tonnage { Gross 262 Net 103 Vessel built at Selby By whom Lochane, & Sons When 1911-7

Registered Horse Power 76 Engines made at Hull By whom C. D. Holmes & Co. When 1911

No. of Main Boilers 1 Boilers, when made (Main) 1911 (Donkey)

No. of Donkey Boilers - Owners Southern S.T.C. Co. Port Melford Voyage Fishing

Steam Pressure in Main Boilers 180 If Surveyed Afloat on Dry Dock Chapray Mill

in Donkey Boilers - (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Screw Shaft

(Periodical Surveys, when held, must be reported in detail and serially 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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year when last surveyed.	Machinery and Boiler Survey (including date of N.B., if any).
* 100 A 1		* CMC
* Trawler		7.11
7.11		

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?

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? To what pressure were they afterwards adjusted under steam?

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? , 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? , 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 -

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

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Good fit

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 Screw & Thrust Shaft
Sea connection and their fastenings examined
Repair: New Guard Ring fitted over Stern Bush

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

The machinery of this vessel as seen is in good order, and in my opinion this vessel is eligible to remain as now classed with records of Tail end seen 4-11

Survey Fee (per Section 28).....	£ : :	Fees applied for
Special Damage or Repair Fee (if any).....	£ 1 : 1 : 0	10
Traveling Expenses (if chargeable).....	£ : :	Received by me,
		<u>20 Jan 1914</u>

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

Committee's Minute FRI. JAN. 23. 1914

Assigned as above



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

Not done

how

Screw Mast Stand.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

N.B.—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.

S. 1. 14.

Recd.
22. 1. 14

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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