

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

(Received at London Office

TUE. APR. 27. 1915

Date of writing Report

19

When handed in at Local Office

26/4/15 Port of

GRIMSBY.

No. in
Reg. Book.

Survey held at

GRIMSBY.

Date, First Survey

8/2

Last Survey

24/2/15

(No. of Visits)

3rd

462. on the Machinery of the Wood, Iron or Steel

S. R. Petrimon

Master

YEAR. MONTH.

Tonnage { Gross 255
Net 102

Vessel built at

Selly

By whom

Gochrane & Sons

When 1911-4

Registered Horse Power 80

Engines made at

Hall

By whom

L.D. Holmes & Co. Ltd

When 1911

No. of Main Boilers 1

Boilers, when made (Main)

1911

(Donkey)

No. of Donkey Boilers 1

Owners W.F. Barrett

Port

Grimsby

Voyage

Fishing.

Steam Pressure in Main Boilers 200

If Surveyed Afloat or in Dry Dock

Dry Dock.

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

in Donkey Boilers

Last Report No. 9565 Port

Grimsby

Particulars of Examination and Repairs (if any) Boilers

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.

H 23/4/15

CHARACTER.
for Special Survey.
Date of last Survey and of
Periodical Surveys.+100H.1
Stm Fawler
6-14Machinery and Boiler
Surveys
(including date of N.B., if any).

+L.M.C. 4-11

S 12-13.

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? ☒ partial exam only.

Do. " Donkey " " " " "

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? ☒ No.

To what pressure were they afterwards adjusted under steam? ☒ not adjusted

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? ☒ No.

, and of the Donkey Boiler? ☒

Did the Surveyor examine the drain plugs of the Main Boilers? ☒ No.

, and of the Donkey Boiler? ☒

Did the Surveyor examine all the mountings of the Main Boilers? ☒ No.

, and of the Donkey Boiler? ☒

Has screw shaft now been drawn and examined? ☒ No. Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? 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?

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 Owners examined the centre furnace and combustion chamber of the boiler it being stated that oxy-acetylene welding had been effected at the back landings of the furnace and combustion chamber while in the hands of the Naval Authorities and that the seams where welded had been reported to be leaking badly when the vessel arrived at Grimsby.

On examination it was found that at the attachment of the back tube plate to the furnace reverse flange and to the port combustion chamber side plate the seams had been welded. The welding was tested by hammer and no evidence of leakage was found. It was recommended a water test of one and a half times the

General Observations, Opinion, and Recommendation:— This vessel's 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, R.S. 9,11, B.&M.S. 9,11, or L.M. C. 9,11 140 lb., F.D., &c.)

is eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 95) £

Fees applied for

10

Special Damage or Repair Fee (if any) £

Received by me,

10

Travelling Expenses (if chargeable) £

C. Marshall

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. APR. 30. 1915

TUE. JUN. 15. 1915

Assigned

as now

note

Lloyd's Register
Foundation

W810-0085

Minor boiler repair effected.
17 Jan & 1 February 1881.

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

DP.
28.4.15

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The working pressure be applied and arrangements were made for this to be done. It was subsequently stated by the Owners that the boiler had been subjected to a water test — which we were not called in to witness — and that no leakage whatever was found.

The centre furnace, which had previously been jacked up, was found deflected at the shoulders, and has been set up.

C.M.

AND THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation