

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

(Received at London Office

SAT. NOV. 10 1923

Date of writing Report 7<sup>th</sup> Nov. 1923 When handed in at Local Office 7<sup>th</sup> Nov. 1923 Port of Nantes

No. in Reg. Book. 38733 Survey held at Saint-Nazaire Date, First Survey and Last Survey 2. Nov. 1923 (No. of Visits 1)

Tonnage { Gross 3175 Net 1660 Vessel built at Caen By whom Chantiers Navals Francais When 1923-5

Registered Horse Power 235 Engines made at Saint-Denis By whom At. & Ch. de la Loire When 1923

No. of Main Boilers 3 Boilers, when made (Main) 1923 (Donkey)         

No. of Donkey Boilers          Owners Lie Africaine d'armement Port Le Havre Voyage         

Steam Pressure in Main Boilers 199 If Surveyed Afloat or in Dry Dock dry dock. St Nazaire. (State name of Dock.)

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. 6.20 Machinery and Boiler Surveys (including date of N.B., if any). 6.20

Alteration and Locking Class contemplated 6.20 Cargo battens not fitted

Last Report No.          Port                  

Particulars of Examination and Repairs (if any)         

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.

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 all the manholes, doors and their fastenings of the Donkey 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?          Is it fitted with continuous liner?          Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?         

Has shaft now been changed?          If so, state reasons          Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?         

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

State the distance between lignum vitae or bearing metal 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?         

On the 5<sup>th</sup> inst the Owners Representative stated that in the case of the vessel of the "Capitaine Catinchi" now "Natile" they intended to discontinue this Society's class, both holding the class of the Bureau Veritas, as they have decided that their vessels built in the United Kingdom shall retain the class of this Society & those built in France that of the Bureau Veritas, and that it was therefore unnecessary for us to continue the present survey.

Now Done: - Vessel placed in dry dock - Propeller & fastenings of sea connections examined - good.

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, 149 lb., F.D., &c.) Forwarded for the information of the Committee.

Survey Fee (per Section 28)          Fees applied for         

Special Damage or Repair Fee (if any) (per Section 28.)          Received by me,         

Travelling Expenses (if chargeable)                  

Committee's Minute         

Assigned Not for passing Committee

Geo. A. Paris  
Engineer Surveyor to Lloyd's Register of Shipping.

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006552-006563-0090

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

As this vessel is not classed nor  
submitted that no action is  
necessary on this report

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.

*J.S.*  
16/11/23

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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