

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

(Received at London Office AUG 29 1939)

21066 Date of writing Report 28th Aug. 1939 When handed in at Local Office 28th Aug. 1939 Port of HAVRE No. 44

No. in Reg. Book 71603 Survey held at Nantes Date, First Survey 6th Aug. 1939 Last Survey 23rd Aug. 1939 (No. of Visits) 2

Tonnage Gross 3059 Net 1904 Vessel built at Grangemouth By whom Grangemouth Dockyard Co. Ltd. When 1919 6
Nominal Horse Power 433 Engines made at Glasgow By whom D. Rowan & Co. Ltd. When 1919
No. of Main Boilers 3 Boilers, when made (Main) 1919 (Donkey) ✓
No. of Donkey Boilers 1 Owners C^o. Gen. Transatlantique Owners' Address (if not already recorded in Appendix to Register Book)
Steam Pressure in Main Boilers 180 lb. Managers Port Nantes Voyage Algiers
If Surveyed Afloat or in Dry Dock Afloat Nantes
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, &c. for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now or previously	Machinery and Boiler Surveys (including date of N.B. if any).
+ 100 A. 1. 11.		+ C.M.C. 7.36
8.39.		B.S. 8.38
S.S. 7.5. 7.5. 3.32		C.L. 11.38
S.S. 7.5. 7.1. 36		

Last Report No. 8182 Port HAV. Particulars of Examination and Repairs (if any) Completion B.S.

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.

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 ✓

as 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? Port Yes ✓

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

If this was not done, state for what reasons? Port None ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

State latest date of internal examination of each boiler. Port Boiler: 6.8.39. Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? Port Yes. To what pressure were they afterwards adjusted under steam? 180 lb.

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Port Yes. , and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Port Yes. , and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Port Yes. , and of the Donkey Boilers? ✓

Is 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? ✓

Is 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 been previously used? ✓ 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 date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Is electric light and/or power fitted? ✓

Engine parts, when referred to by numbers, should be counted from forward. ✓

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done B.S. Completed (Please Refer to Havre Report No. 8172)

Vessel surveyed afloat Now Done: Examined the Port main Boiler internally and externally, with Safety Valves, all the mountings, manholes, doors & fastenings Boiler Seatings & Collision Checks. All found in efficient Condition

Adjusted the Safety Valves of the Port Boiler under steam to 180 lb p.sq. inch Satisfactory.

Copy of machy. Interim Certificate attached hereto.

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, E.S. 9.11, B.&M.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this Vessel is eligible in my opinion to remain as Classed and to have the notation B.S. 6.39. in the Register Book as previously recommended.

Fee (per Section 29)	£ 350	Fees applied for	26-8-1939
Damage or Repair Fee (if any) (per Section 29.)	£	to: 650-	
Expenses (if chargeable)	£ 300.	Received by me,	✓ 19

8 - SEP 1939
7.39

18 OCT 1940

Record: - Survey delayed.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping
TUES. 22 FEB 1944
ON RE-PRINT

Ensure Character of Ship and Machinery precisely as in the Register Book

Is Certificate required? If so, to be sent to 008314 - 008321 - 0029

No. du 8.39 Completed

It is submitted that
this vessel is eligible for
THE RECORD.

No. 739

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4.9.39

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Foundation