

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

0195.

Date of writing Report

When handed in at Local Office

16/1/1940 Port of Antwerp

DISCLOSED

RAY No. 24

No. in  
Reg. Book.

Survey held at Antwerp

Date, First Survey 23/12/39 Last Survey 11/1/1940

(No. of Visits 3)

on the Machinery of the Wood, Iron or Steel Ship Le BAUDOUVILLE

Tonnage { Gross 13761  
Net 8240

Vessel built at Hoboken

By whom William J. Bockertill

Year. Month.

When 1939-7

When 1939

Nominal  
Horse Power { 1938

Engines made at Serravallo

By whom

(Donkey) 1939

No. of Main Boilers

Owners Le Maritime Belge (Lloyd Royal) SA

Owners' Address

(If not already recorded in Appendix to Register Book.)

No. of Donkey Boilers

Managers Agence Maritime Internationale

Port Antwerp

Voyage

Steam Pressure

in Main Boilers

If Surveyed Afloat or in Dock

No 407 Beeth

in Donkey Boilers 125 lbs

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.	Year assigned to the survey	Machinery and Boiler Surveys (including date of M.B., if any).
+100 A1 with freeboard 839		+Lmc 739 +Lloyd's Rmc 1039 TJch WTB

Last Report No. 22943 Port ANT.

Particulars of Examination and Repairs (if any) CS.

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?

" " 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?

State latest date of internal examination of each boiler.

Present condition of funnel(s) Good

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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has screw shaft now been drawn and examined?

No

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.

Has 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

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

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has 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.

Continuous Survey

Now Done: Examined No 4 Port Cylinder, exhaust cylinders, cores, pistons, crosshead, crank pin, eccentrics, Nos 4 & 5 crank shaft journals & their bearings. Nos 2 & 8 Starboard Exhaust cylinders, cylinders, cores, pistons, crossheads, crank pins, eccentrics. Nos 2-3-9 & 10 crank shaft journals and their bearings. The After Starboard Generator Engine in its entirety.

General Observations, Opinion, and Recommendation: The Machinery of this Vessel

(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. 0, 1, B.M.S. 0, 1, & L.M.C. 0, 1, or L.M.C. 140 lb., F.D., &c.)

So far as now seen is in safe working condition and is eligible in my opinion to remain as classed and to have fresh record of Survey + LMC CS with date on completion.

Survey Fee (per Section 29) CS. £1050

Special Damage or Repair Fee (if any) (per Section 29.) £10

Travelling expenses (if chargeable) £

Committee's Minute

Assigned

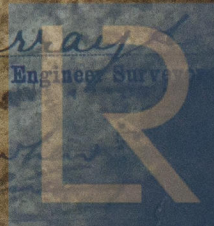
Fees applied for

16-1-1940

Received by me,

FRI. 25 OCT 1940

Survey delayed. Keel. last reported, in port in occupation



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RETAIN

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