

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

AUG 30 1939

of writing Report 28th Aug. 1939. When handed in at Local Office 2878 10/24 Port of ANTWERP
in Survey held at ANTWERP Date, First Survey 26-12-38 Last Survey 28-12-1938
on the Machinery of the Wood, Iron or Steel 2 1/2 " LE PHOQUE (No. of Visits 2)
Gross 1275 Vessel built at Newcastle By whom Owan, Hunter, Higham Richards Year. Month. 1905 10
Net 455 Engines made at do. By whom do. When 1905
Main Boilers 2 Boilers, when made (Main) 1905 (Donkey) 1905
Owners Cie. Marchande Export. Import Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Port Antwerp Voyage
Main Boilers 160 lbs 1 Surveyed Afloat in Dry Dock City dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Donkey Boilers 80 lbs

st Report No. Port
Particulars of Examination and Repairs (if any) Damage.
Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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.
a damage report made by anyone else? If so, by whom? Not Required
The Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey " " " "
was not done, state for what reasons? See Below
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?
Latest date of internal examination of each boiler. Present condition of funnel(s) Good
The Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?
The Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?
The Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?
The Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?
The Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers?
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?
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?
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 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. 1/8"
Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?
Did the Surveyor examine the generators, motors, switchgear, cables and fuses?
The insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Survey is not complete, state what arrangements have been made for its completion and what remains to be done.
DAMAGE stated to have been sustained through collision with the S/S BENNEKOM,
hull being moved at berth N^o 156 at Antwerp on the 14th of December 1938.
NO DONE. Fettel placed in dry dock; propeller, afterend of sternbush
and outside fastenings of sea connections examined.
Alignment of line of shafting examined, found satisfactory.
F.E.
The Owners have sold the vessel for breaking up and the work of
demolition was started in July (See Ant. ltr. of the 18th of August 1939)

General Observations, Opinion, and Recommendation: For the information of the Committee
(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.)
CS 3,34,

Fee (per Section 29) £ 2.100.- Fees applied for 22-6-1939
al Damage or Repair Fee (if any) £ Received by me, 19
elling expenses (if chargeable) £
Committee's Minute 15 SEP 1939
signed See Minute on the casualty
to the hull report
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
W479-0014