Rpt. 9.

No. 8479

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

(Received at London Office 19 APR 1934)

Date of writing Report 15. 4. 1934 When handed in at Local Office 15. 4. 1934 Port of Marseilles

No. in Reg. Book. 21617 Survey held at L. Avena Date, First ~~Survey~~ ~~Last~~ Survey 11. 4. 1934 (No. of Visits 1)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. BAHRAM.

Tonnage { Gross 7763 / Net 4139

Nominal Horse Power { 569

No. of Main Boilers 3

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 213

in Donkey Boilers 121

Vessel built at Caen By whom Chant. Nav. Francais When 1922 - 10

Engines made at St Nazaire By whom Atl. et de la Loire When — do —

Boilers, when made (Main) 1922 (Donkey) 1922

Owners Association Petroliere Owners' Address (if not already recorded in Appendix to Register Book.)

Managers ✓ Port Dunkirk Voyage Abadan

If Surveyed Afloat ~~or in Dry Dock~~ (State name of Dock.) yes L'Avena

Last Report No. 8424 Port Msl. Commencement

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.	Years assigned not expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A.1. 2.34		+ L.M.C. 11.30
S.S. Rot No 2. 30		B.S. 4.33
		T.S. (C.L.) 2.34
Carrying petroleum in Bulk.		
Fitted for Oil fuel		2.33
F.P. above 1500 t.		

Particulars of Examination and Repairs (if any) Commencement of 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.)

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 " " " " Yes

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? Main Boilers not prepared.

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 D.B. 11. 4. 34.

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? yes

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 ✓

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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft vessel afloat

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the B.S. — all the main Boilers require to be examined throughout, & main & Donkey Boiler safety valves to be adjusted under steam. The Owners representative stated that the vessel would be back in this district in about 6 weeks time, when the B.S would be further advanced.

Now done:-
Examined Donkey Boiler internally & externally with safety valves, mountings, manholes, doors & fastenings found in good condition.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as now seen is in good & efficient condition & eligible in my opinion to remain as now classed with fresh record of B.S. 4.34 when the survey is completed as stated

(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, 140 lb., F.D., &c.)

Survey Fee (per Section 29) Frs 390.-

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

Travelling expenses (if chargeable) Frs 19.-

Fees applied for 16.4.1934 Frs 409.-

Received by me, ✓ 19

Raphael Tavaides
(W. H. Waggott)
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 10 AUG 1934

Committee's Minute FRI. 27 APR 1934

Assigned assent

Is a Certificate required? If so, to be sent to

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

10m.7.33.—Transfer li (The Surveyors are r

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