

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

-2 MAR 1934

(Received at London Office)

Date of writing Report 27. 2. 1934 When handed in at Local Office 27. 2. 1934 Port of Marseilles

No. in Reg. Book 21617 Survey held at Marseilles Date, First Survey 16. 2. 1934 Last Survey 20. 2. 1934 (No. of Visits 5)

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

Tonnage { Gross 7765 Vessel built at Caen By whom chant. Nav. Francais When 1922-10
 Net 4139 Engines made at St. Nazaire By whom act. rch. de la Loire When - do -

Nominal Horse Power 569 Boilers, when made (Main) 1922. (Donkey) 1922.

No. of Main Boilers 3 Owners Association Petroliere Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers ✓ Port Dunkirk Voyage ✓

Steam Pressure in Main Boilers 2/3 If Surveyed Afloat or in Dry Dock yes (State name of Dock.) NO 7 DD

in Donkey Boilers 121 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____ Commencement JMS

Particulars of Examination and Repairs (if any) T.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 " " " " " ✓

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 ✓

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 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? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no 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 18. 2. 34 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw close fit

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 +L.M.C (M.S.) all the Rule Requirements to be complied with, except those stated below.

The Owners superintendent stated that the M.S. would be further advanced at a more convenient date.

How done:-
 Vessel placed in dry dock, propeller, tail shaft, stern bush, seafastenings, valves cocks examined placed in good condition

H.P. turbine examined completely found satisfactory

Repairs - Wear & Tear
 Lower half of stern bush - rewooded.
 aft. end of tail shaft liner dressed up.

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. 9,11, B.&M.S. 9,11, or *L.M.C. 9,11, 140 p., F.D., &c.)

as far as now seen is in good & efficient condition & eligible in my opinion to remain as now classed with fresh Record of T.S. (CL) 234 & +L.M.C (M.S.) with date, when the survey is completed as stated.

Survey Fee (per Section 29) Part M.S. Fee 195 Fees applied for 27. 2. 1934
 Special Damage or Repair Fee (if any) Sale shaft 455 M. 956
 Travelling expenses (if chargeable) 260 ✓
46 Received by me, 19

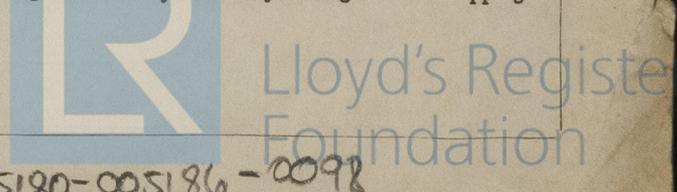
Committee's Minute FRI. 9 MAR 1934 31. 27 APR 1934 FRI. 10 AUG 1934 W. H. Waggott Engineer Surveyor to Lloyd's Register of Shipping.

Assigned As now

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years added or now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.I. 7.33		+L.M.C. 11.30
S.S. ROT. No 2. 30		B.S. 4.33
		T.S. (CL) N. 11.30
Carrying petroleum in Bulk. Fitted for Oil fuel 2.23 F.P. above 150°F.		

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

Is a Certificate required? So, to be sent to



005180-005186-0098

No 2 due 10 24 part held

It is submitted that this vessel WILL BE eligible for the Record

to the U.S. 2 24 on completion.

S 2 24

29
7/2/24

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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