

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

(Received at London Office 3 JAN 32)

Report No. _____ Port _____

Survey held at Sydney N.S.W. Date, First Survey and Last Survey 3/12/1925 and 1/12/1925

on the Machinery of the Wood, Iron or Steel S.S. "VILLE D'AMIENS" Master _____

Gross Tonnage 7143 Vessel built at London By whom A. J. Ireland S.S. Co. Ltd. When 1924 11

Net Tonnage 4396 Engines made at Greenock By whom J. E. Kincaid & Co. Ltd. When 1924

Registered Horse Power 721 Boilers, when made (Main) 1924 (Donkey)

of Main Boilers 4 Owners Ci. Havraise Pen. de Nav. à Saf. Port. Havre Voyage Havre, via Ant.

of Donkey Boilers If Surveyed Afloat or in Dry Dock Cochran's Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Main Boilers 200 lbs

Donkey Boilers

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1</u>		<u>617C 12-24</u>
<u>Shell & dk. with fuel tank</u>		<u>66.</u>
<u>1-25</u>		

Particulars of Examination and Repairs (if any) Profilled, tested last of
Stem Bush & Fastenings

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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? 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 " " " " "

What was not done, state for what reasons?

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?

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 Boiler?

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? No. 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?

Has shaft now been changed? If so, state reasons

Has shaft now fitted new? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/16" F.

Is the Survey not complete state what arrangements have been made for its completion and what remains to be done? Complete.

This vessel placed in dry dock, profilled, outer end of stem bush and fastenings examined and found in good condition.

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, or L.M.C. 9,11, 140 lb., E.D., &c.)

This vessel's machinery is now in good condition, eligible in my opinion to remain as classed.

Survey Fee (per Section 28).....	£	:	:	Fees applied for	
Special Damage or Repair Fee (if any) (per Section 28.).....	£	✓	:		19
Traveling Expenses (if chargeable).....	£	:	:		Received by me, 19

Committee's Minute _____ TUES. 26 JAN 1926

Signed As now

Jas. Clouston
Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book. As a Certificate required. If so, to be sent to

Docking.

*It is submitted that
this vessel is eligible to
remain as CLASSED.*

*H.
25/26.*

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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