

19449

Barry

21. 11. 74

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Barry

5. 11. 74

30. 11. 74

S. S. "Villa d'Amiens"

Greenock

Yacht of Ireland & S. S. Co.

1924

1924

J. G. Kincaid & Co.

Yacht

France

1924

Via Harcourt P. de Yacht Co.

Havre

Barry Gas Dock
1. April

Damage.

Class Contemplated.

yes. Int. main boiler only

Yacht

Survey not required. Please see Belfast Report.

90

yes. Int. boiler only

Yacht

90

90

1/16

See Body of Report.

Survey for 1st entry as per Greenock Report 7th 18188 +
damage as per Belfast Report 7th 9229.

Not done.

Vessel placed in dry-dock. Propeller & its
fastenings, end of stern bush & the fastenings of
sea connections examined & found in good order.
With reference to the damage caused to the port main
boiler whilst vessel completing her trials on the
2nd 7th 1924. A survey was held in conjunction with
Mr Brackenbury of Harro Kincaid & Co. Greenock, Mr Coleman of
The Yacht of Ireland & S. S. Co. Ltd & Mr Gall Salvage Association.
Surveyor's attention is drawn to the fact that

This vessel's machinery is

likely to be classed as contemplated on completion of repairs.
The above is forwarded for the information of the
Committee.

10 10. 21. 11 24 Oct

Wm. A. Ferguson & A. J. Burt

Barry

1944-9

21. 11. 24

S. S. "Vila d' Amore"

Damage.

882 In examination of the Port main bilge the
starboard wing furnace was found deflected
about 18", fractured about 2" circumferentially
at the top of the after end.

The furnace has not been renewed. (But attached)
the C. C. top plates & flanges of the C. C. back
plate plates are slightly deflected.

The tubes at the top run towards the
ends of boxes are slightly out of shape in way
the plates. After consultation with the Owner
has been agreed to accept the deflected
condition of the C. C. top plates & flanges of the
C. back & tube plates, to renew the distorted
ones as found necessary.

A number of C. C. secured clays into removed
stays re-secured.

The plain tubes re-expanded.

A boiler was subjected to a hydraulic
pressure of 350 lbs per sq inch when it was
found that the C. C. landings & a number
C. C. stays were leaking the rivet at back
landing & one at furnace mouth defective.

Water gauge connections were examined.
Top pipe from the double shut off cock to
of water gauge column was found
fitted with a blind joint & closing the passage.
Water gauge connections of the remaining
ones have not been examined, tested &
not satisfactory.

Combustion chambers top levels marked at
ends of the three after main boilers have
been verified & found correct.

H. P. piston valves & chamber examined.
Piston valve rings were found scored & have
been renewed. The piston valves were carefully
run in, gauged & no repairs found
necessary.

Air valve spindle placed in lathe & found
run in true.

The eccentric strap refitted, valve gear
re-harmonized & the eccentric rod tested for
impurities.

Thos. Q. Ferguson & A. J. Barrett.



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Lloyd's Register
Foundation

Barry.

1944

21. 11. 44.

S. S. "Vila d' Amiens"

The vessel has proceeded to Haere, the port main boiler being out of use, at which port the repairs to the port main boiler, as recommended, will be carried out.

In addition to the above mentioned repairs the following repairs to be done.
The port main boiler to be tested by hydraulic means after satisfactory repairs have been carried out.

The forward centre main boiler combustion chamber top level to be checked & marked on the boiler in way of gauge glass.

The machinery to be tried on completion under full working conditions.

A spare H. P. ahead screw propeller has not yet been placed on board. A copy of this report has been forwarded to the Haere Surveyors.

Yrds. C. Hargrave + A. J. Bant.