

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

(Received at London Office

22 NOV 1924

Date of writing Report _____ When handed in at Local Office 21. 11. 1924 Port of Barry

No. in Survey held at Barry Date, First Survey 5. 11. 24 Last Survey 30. 11. 1924

g. Book. 6286 on the Machinery of the Wood, Iron or Steel S. S. "Ville d'Amiens" (No. of Vises 16)

nage { Gross 4000 Vessel built at Londonderry By whom North of Ireland S. S. Co. Ld When 1924
 Net _____ Engines made at Greenock By whom J. G. Kincaid & Co. Ld When 1924

Registered Horse Power _____ Boilers, when made (Main) 1924 (Donkey) None

No. of Main Boilers 4 Owners the Havraise Péninsulaire Port Havre Voyage France

No. of Donkey Boilers _____
 Steam Pressure in Main Boilers 200 # Surveyed Afloat in Dry Dock Barry Gas Dock (State name of Dock.) afloat

No. in Donkey Boilers _____

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

CHARACTER.	Years Assigned	Machinery and Boiler Surveys (including date of N.E., if any).
for Special Survey.		
Date of last Survey and of Periodical Surveys.		
<u>Class Contemplated</u>		

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Damage.

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.

Where 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? Yes, Port-main boiler only

Do. " " Donkey " " " " " " None.

If this was not done, state for what reasons? Survey not required. Please see Belfast Report.

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? Yes 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? Yes, Port-boiler only and of the Donkey Boiler? _____

Did the Surveyor examine the drain plugs of the Main Boilers? None. and of the Donkey Boiler? _____

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? _____

Has the screw shaft now been drawn and examined? Yes 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 the shaft now been changed? _____ If so, state reasons _____

Has the 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"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? See Body of Report.

Survey for 1st entry as per Greenock Report No. 18188 +
 Damage as per Belfast Report No. 9228.
as done.

Vessel placed in dry-dock. Propeller & its fastenings, end of stem 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 25/1924. A survey was held in conjunction with Mr. Brackenbury of Messrs Kincaid & Co. Greenock, Mr. Coleman of the North of Ireland S. S. Co. Ld & Mr. Gall Salvage Association Surveyor to ascertain the nature & extent of the damage.

General Observations, Opinion, and Recommendation:—This vessel's machinery is suitable to be classed as contemplated on completion of repairs. The above is forwarded for the information of the Committee.

Fees applied for
 21. 11. 1924
 Received by me,
 21. 11. 1924

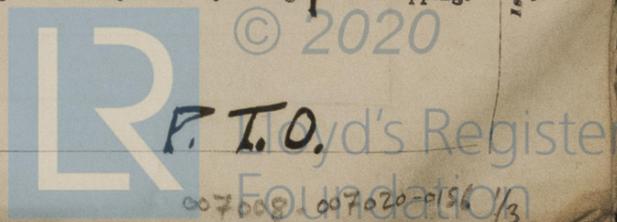
Jed. A. Ferguson & A. J. Bassett
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 12 DEC 1924

Signed

See Bel. R. E. 9228



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

If so, to be sent to

Barry

S. S. "Ville d' Amiens"

image.

Examination of the Port main boiler the tuboid wing furnace was found deflected out 18", fractured about 2" circumferentially the top of the after end.

Furnace has not been renewed. (Best attached)

C. C. top plates + flanges of the C. C. back tube plates are slightly deflected.

the tubes at the top rows towards the ends of boxes are slightly out of shape in way of the plates. After consultation with the Curer has been agreed to accept the deflection of the C. C. top plates + flanges of the C. C. back + tube plates, to renew the distorted tubes as found necessary.

Number of C. C. screwed stay bolts removed + re-caulked.

Plain tubes re-expanded.

Boiler was subjected to a hydraulic pressure of 350 lbs per sq inch when it was found that the C. C. landings + a number of 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 the water gauge column was found blocked with a blind joint + closing the passage.

Water gauge connections of the remaining boilers have now been examined, tested + found satisfactory.

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

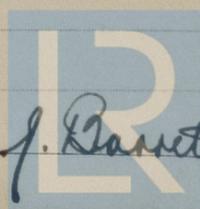
H. P. piston valve + chamber examined.

Piston valve rings were found scored + have been renewed. The piston valve liner carefully examined + gauged + no repairs found necessary.

Piston valve spindle placed in lathe + foot turned true.

Eccentric strap refitted, valve gear changed + the eccentric rod tested for alignment.

Thos. A. Ferguson + A. J. Barrett



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Barry.

Continuation of Report No. 19449 dated 21. 11. 24. on the

S. S. "Ville d'Amiens"

Vessel has proceeded to Havre, the port main
er being out of use, at which port the
repairs to the port main boiler, as
unmended, will be carried out.

addition to the above mentioned repairs
the following remains to be done.

Port main boiler to be tested by hydraulic
pressure after satisfactory repairs have been
carried out.

forward centric main boiler combustion chamber
level to be checked & marked on the boiler
way of gauge glass.

Machinery to be tried on completion under
all working conditions.

Case H. P. ahead scot trap has not yet been placed on
copy of this report has been forwarded ^{board}
the Havre Surveyors.

Fred. C. Ferguson, + A. J. Barrett.



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