

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

(Received at London Office

22 NOV 1924

Date of writing Report 19 When handed in at Local Office 21 11 1924 Port of Barry

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

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

nage { Gross 4000 Vessel built at Londonderry By whom North of Ireland S. B. Co. When 1924

Net Engines made at Greenock By whom J. G. Kincaid & Co. When 1924

Registered Horse Power 4 Boilers, when made (Main) 1924 (Donkey) None

No. of Main Boilers 4 Owners The Harbours of the Port of Havre Voyage France

No. of Donkey Boilers -

Steam Pressure in Main Boilers 200 # Surveyed Afloat in Dry Dock Barry Gas Dock

in Donkey Boilers - (State name of Dock.) Afloat

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage.

Periodical Surveys, when held, must be reported in detail and serially 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.

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.

Was this 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? No 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? No, and of the Donkey Boiler? -

Has screw shaft now been drawn and examined? No 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 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

Has the Survey 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.

is 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

24/1/1924. A survey was held in conjunction with

Mr. Brackenbury of Messrs Kincaid & Co. Greenock, Mr. Coleman of

the North of Ireland S. B. Co. Ltd. & Mr. Gall Salvage Association

Surveyor to ascertain the nature & extent of the damage

General Observations, Opinion, and Recommendation: This vessel's machinery is

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, E.M.S. 9, 11, or L.M.C. 9, 11,

149 lb., F.D., &c.)

is to be classed as contemplated on completion of repairs.

The above is forwarded for the information of the

Committee.

Fee (per Section 26) £ 10:10: -

Damage on Repairs Fee (if any) (per Section 26.) £ 10:10: -

Printing Expenses (if chargeable) £

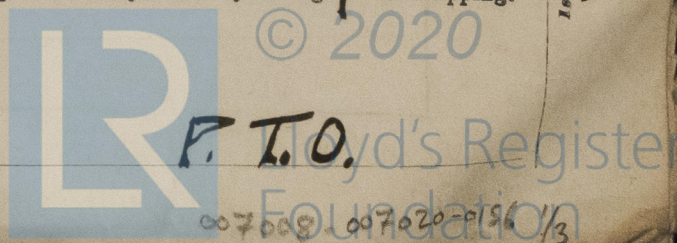
Fees applied for 21 11 1924

Received by me, J. A. L. & A. J. Bassett

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

See Bel. GE 9228





Barry

S. S. "Vile d' Amers"

image.

examination of the Port main boiler the tuboid wing furnace was found deflected out 18", flattened 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 the plates are slightly deflected.

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

number of C. C. screwed stay bolts removed & stays recabled.

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 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 tight with a blind joint & closing the passage. water gauge connections of the remaining ones have now been examined, tested & found satisfactory.

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

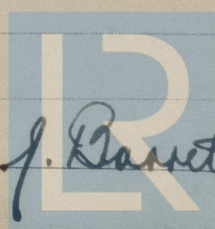
H. P. piston valve & chamber examined.

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 movement

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  
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 end of 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 of trap has not yet been placed on  
copy of this report has been forwarded <sup>board</sup>  
the Havre Surveyors.

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