

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

(Received at London Office)

26 NOV 1930

of writing Report 24th Nov. 1930 When handed in at Local Office 24th Nov. 1930 Port of Bordeaux
 in Survey held at Bordeaux Date, First Survey 14th Aug Last Survey 19th Nov. 1930
 on the Machinery of the Wood, Iron or Steel & Sr. "BOUSSOLE" (No. of Visits 5)
 Gross 4495 Vessel built at W. Hartlepool By whom W. Gray & Co Ltd When 1921-3
 Net 2692 Engines made at D^o By whom Gen. Mar. Eng. Wks When 1921
 Main Boilers 3 Boilers, when made (Main) 1921 (Donkey)
 Owners Soc. des Services Contractuels Owners' Address
 Managers des Messageries Maritimes Port Dunkirk Voyage Dunkirk
 If Surveyed Afloat or in Dry Dock (State name of Dock.)
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port Completion
 Particulars of Examination and Repairs (if any) B.S. & Repairs + 100 A.I. 6.30
 Date of last Survey and of Periodical Surveys. 31. Ant. 702. 29
 Machinery and Boiler Surveys (including date of N.B., if any)
+ L.M.C
M.S. 2.29
B.S. 6.29
C.L. 1.29

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and the details of any letters respecting this case.
 Where the Surveyor has not made a special damage report he is required to state whether he has referred his services for this purpose, and why they were declined?
 A damage report made by anyone else? If so, by whom?
 The Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
 " " " " " "
 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?
 The Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?
 The Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?
 The Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?
 The Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?
 The Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?
 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?
 Shaft now been changed? If so, state reasons
 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?
 The distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft
 Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Vessel Surveyed in drydock & afloat
Examined the outer end of Stern Bush the propeller & its fastenings.
All Sea Connections opened out & examined.
Spare propeller fitted, tried on shaft & hand tightened up.
Now Done: Riveting & Caulking of front & back circumferential
seams of the 3 Main Boilers overhauled as necessary.
Boiler lagging refitted in good condition.
HP piston & HP valve renewed MP & BP piston rings renewed.
Pumping plant overhauled as necessary. Material & Workmanship Satisfactory
now done for B.S. 3 Main Boilers examined under steam & all safety
valves adjusted to 200 lbs p. sq. Satisfactory.

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, B.S. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 10 lb., F.D., &c.)
The Machinery of this Vessel being in an efficient Condition is eligible
in my opinion to remain as classed and to have the notation
of B.S. 6.30 as previously recommended

Fee (per Section 25) Fr. 500- Fees applied for 21.11.1930
 Damage or Repair Fee (if any) £ : : Received by me, 9.12.1930
 (per Section 25.)
 Other expenses (if chargeable) Fr. 100/-
 Committee's Minute FRI. 5 DEC 1930
 Signed BS 6.30
 Engineer Surveyor to Lloyd's Register of Shipping.
 TUE. 16 DEC 1930

Now completed
BS due 6.30. Boat held 6.30

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.

Minor engine repairs effected

It is submitted that
this vessel is eligible for
THE RECORD BS 6.30

Run
2.12.30

