

Report of Survey for Repairs, &c., of Engines and Boilers. No. 4135

(Received at London Office) 26 NOV 1930

Writing Report 24th Nov. 1930 When handed in at Local Office 24th Nov. 1930 Port of Bordeaux
 Survey held at Bordeaux Date, First Survey 14th Aug Last Survey 19th Nov. 1930
 on the Machinery of the 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 Do 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 Menageries 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).

CHARACTER: * for Special Survey. Date of last Survey and of Periodical Surveys.	Year assigned most expired.	Machinery and Boiler Surveys (including date of N.B., if any)
B.S. 6-30		+ L.M.C
35. Ant. 702. 29		M.S. 2-29
		B.S. 6-29
		C.4. 1-29

Report No. _____ Port _____ Completion B.S. & Repair + 100 A.I. 6-30

Particulars of Examination and Repairs (if any) B.S. & Repair + 100 A.I. 6-30

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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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?

Has a damage report made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Has the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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?

Has the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 200 lbs

Has the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? (3 Boilers)

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

Has the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Has the 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 the shaft now been changed? If so, state reasons _____

Has 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?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3 mm.

Where the Survey is not complete, state what arrangements have been made for its completion and what remains to be done B.S. Completed.

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
 Done for B.S. 3 Main Boilers examined under steam & all Safety Valves adjusted to 200 lbs p.s.i. 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) £ 500- Fees applied for 21-11-1930
 Special Damage or Repair Fee (if any) £ _____
 Printing expenses (if chargeable) £ 100/- Received by me, [Signature]
 Committee's Minute FRI. 5 DEC 1930
 Signed [Signature] 6, 30 TUE. 16 DEC 1930
 Engineer Surveyor to Lloyd's Register of Shipping.

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

Now completed

BS due 6.30 port 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

