

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

(Received at London Office)

JUN 21 1939

Date of writing Report 20 June 1939 When handed in at Local Office 19 Port of BOULOGNE

No. in Reg. Book 61870 Survey held at Boulogne Date, First Survey 16 May Last Survey 19 June 1939  
(No. of Visits 8)

61870 on the Machinery of the ~~Wood, Iron or Steel~~ K. "NOTRE DAME DE LORETTE"

Tonnage { Gross 340 Vessel built at Selby By whom Cochrane & Sons Ltd When 1917-7  
Net 128 Engines made at Middlesborough By whom Richardsons Wessgarth & Co When 1917

Nominal Horse Power 70 Boilers, when made (Main) 1917 (Donkey)

No. of Main Boilers 1 Owners Gournay Frères Owners' Address 90 Rue de la Soierie  
(if not already recorded in Appendix to Register Book.)  
Port Boulogne Voyage fishing

No. of Donkey Boilers 1 Managers do

Steam Pressure in Main Boilers 200 ls If Surveyed Afloat or in Dry Dock both-Slipway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 1

Last Report No. 715 Port Boulogne  
Particulars of Examination and Repairs (if any) B.S. & T.S.

(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.)

In 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

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

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined? all parts examined

Also 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?

State latest date of internal examination of each boiler 26/5/39

Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 200 ls

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 100

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

Did the Surveyor examine the drain plugs of the Main Boilers? none fitted, and of the Donkey Boilers? yes

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers? yes

Has screw shaft now been drawn and examined? yes 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? yes

Has shaft now been changed? yes If so, state reasons grooved by corrosions at the after end of the liner

Has the shaft now fitted been previously used? no Has it a continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

State date of examination of Screw Shaft 7/6/39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft rebored

Engine parts, when referred to by numbers, should be counted from foreward.

Is electric light and/or power fitted? yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done BOILER & TAIL SHAFT SURVEYS.

Vessel placed on the slipway. Bottom, rudder cleaned examined then coated.

NOW DONE FOR B.S.- The main boiler opened, cleaned & examined internally & externally together with its safety-valves, all valves & cocks on boiler, their mountings and fastenings, manhole doors. Safety-valves adjusted under working steam pressure of 200 ls per sq. inch. Thickness of compression washers Fore: 24 m/m After 25 m/m 4.

NOW DONE FOR T.S.- Screw shaft drawn in & continuous liner, stern-tube, propeller & fastenings examined and placed in efficient condition.

Thrust shaft removed and shoes, collars, thrust block, bearings examined & placed in good order.

NOW DONE FOR M.S.- The cylinders, pistons, slide-valves, pumps, condenser opened out, examined & placed in efficient condition.

### 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, \*L.M.C. 9,11, or \*L.M.C. 140 lb., F.D., &c.)

\*L.M.C. 140 lb., F.D., &c.)

The machinery being in efficient condition this vessel is eligible in my opinion to remain as classed and to have a fresh record of Survey B.S. 6,39 and notation T.S. new 6,39 in the Register Book.

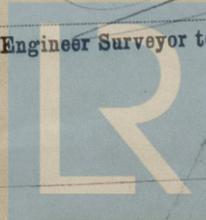
Survey Fee (per Section 29)..... Francs £ 525 : Fees applied for  
Special Damage or Repair Fee (if any)..... £ : :  
Travelling expenses (if chargeable)..... £ : :  
Received by me, £ : :  
19

Committee's Minute  
Assigned

FRI. 14 JUL 1939

6.39

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

008364-008374-0176

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

Is a Certificate required? If so, to be sent to

ELECTRICAL EQUIPMENT examined as far as practicable under working condition. Insulation resistance tested. Satisfactory.

SEA CONNECTIONS. All sea connections opened out and examined together with their fastenings and placed in efficient condition.

REPAIRS NOW DONE.

T.S.- Propeller shaft found grooved by corrossions in the way of the after end of the liner has been renewed by the spare shaft supplied by Messrs Dembiermont of Haumont (Nord) & tested by the Society's Surveyor at Antwerp & numbered thus .....

Particulars of Certificat : Tensile Test: Kos per Sq. mm 49,7  
Extention per % (50.m/m)..... 36,0  
Cold bending test..... 180 °

LLOYD'S  
N°6927  
W H 3/II/37

The continuous liner is fitted of one piece without joint.

Stern-bush withdrawn & hard wood bushing rebored conveniently to the diameter of the new shaft.

Gland & neck bushes rebored. Propeller & shafts refitted in good condition.

Surveyed during progress. Satisfactory.

M.S.- Air-pump-liner renewed. Piston & seats rectified. Rod renewed.

Feed & bilge plungers skimmed up, new gland and neck bushes fitted.

H.P. piston-valve rebored and new rings fitted. Diam. top: 166 m/m 35- bottom: 165 m/m

Condenser cleaned on water side then tested under hydraulic pressure. Satisfactory.

AUXILIARIES. Feed donkey generally overhauled. Steam & water cylinders rebored.

New pistons & rings fitted.

Dynamo. Cylinder & piston-valve casing rebored. New piston and piston-valve fitted.

Centrifugal-circulating-pump . New piston-valve fitted.

Trawl winch: generally overhauled. Piston-rings renewed.

Port slide-valve-rod renewed.



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