

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

(Received at London Office)

Date of writing Report 8 May 1939 When handed in at Local Office 19 Port of BOULOGNE
 No. in Reg. Book. Survey held at Boulogne Date, First Survey 4 April Last Survey 4 May 1939
67404 on the Machinery of the Wood, Iron or Steel K. "ST DOMINIQUE" (No. of Visits 4)
 Tonnage { Gross 330 Vessel built at Goole By whom Goole S.B. & Repg. Co Ltd When 1920-7
 Net 114 Engines made at Middlesbro' By whom Richardsons Wessgarth Co When 1920
 Nominal Horse Power 70 Boilers, when made (Main) 1920 (Donkey) ^
 No. of Main Boilers I Owners Pêcherie de la Morinie Owners' Address 12-18 Rue Louis Fontaine
 No. of Donkey Boilers ^ Managers P. Ficheux (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 200 ls Port Boulogne Voyage fishing
 in Donkey Boilers ^ If Surveyed Afloat or in Dry Dock both (State name of Dock.)
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 717 Port BoulogneParticulars of Examination and Repairs (if any) B.S.

(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.)

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

" " Donkey " " " " " " " " " "

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 22/4/39 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? 180 ls

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 , and of the Donkey Boilers? ^

Did the Surveyor examine the drain plugs of the Main Boilers? not fitted , and of the Donkey Boilers? ^

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

Has 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 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? ^

State date of examination of Screw Shaft ^ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1 m/m 7

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

Is electric light and/or power fitted? yes

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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done BOILER SURVEY Complete

NOW DONE for B.S.- The main boiler opened, cleaned & examined internally and 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 washers: Fore 21 m/m After: 24 m/m 8.

NOW DONE for M.S.- The cylinders, pistons, slide-valves, pumps opened out examined, placed in good order.

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

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

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, E.&M.S. 9,11, & L.M.C. 9,11, or & L.M.C. 140 lb., E.D., &c.)

The Boiler 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. 5,39 in the Register Book.

Survey Fee (per Section 20)..... Francs £ 400 : Fees applied for
 Special Damage or Repair Fee (if any)..... £ : :
 Travelling expenses (if chargeable)..... £ : :
 Received by me, 19

Committee's Minute

Assigned

JUN 15 1939
5.39

Mash
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 Engineer Surveyor to Lloyd's Register of Shipping.

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Steam trawler "ST DOMINIQUE"

REPAIRS NOW DONE.

BOILER. Port Furnace: 4 stay tubes renewed for wear and tear

6 plain tubes renewed for wear and tear.

MAIN ENGINE. Exhaust tank renewed for wear and tear

Sundry minor repairs carried out on Main Engine and Boiler.

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