

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

(Received at London Office)

SAT. JUL. 10 1920

Date of writing Report 8 July 1920 When handed in at Local Office 19 Port of Havre

No. in Reg. Book. 1004 in Survey held at Havre Date, First Survey 23 February Last Survey 30 July 1920 (No. of Visits 43)

1917-18 R.B. on the Machinery of the Wood, Iron or Steel ss. Breonna now Cap la Herve Master Maurice Sampege

Tonnage Gross 1261 Net 805 Vessel built at S. Shields By whom J. Readhead & Co When 1880 1

Registered 140 Engines made at S. By whom S. When

No. of Main Boilers 2 Boilers, when made (Main) 1880 (Donkey) L

No. of Donkey Boilers 2 Owners S. Anonyme de Gerance & Armement Port Baulogne Voyage Channel

Steam Pressure 70 lb If Surveyed Afloat or in Dry Dock Both

in Donkey Boilers L

Last Report No. Port

Particulars of Examination and Repairs (if any)

(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.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Year Assigned	Year expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1 3.17			LMC. 7.16
322nd No 3.9.05			BS. 3.17
22. No 2. 14			TS. 3.17
Cargo ladders refitted			

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

Do. " Donkey " " " " "

If this was not done, state for what reasons?

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

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 70 lb.

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? L, and of the Donkey Boiler? L

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

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? L or two liners? yes or is it without liners? L

Has shaft now been changed? L If so, state reasons

Is the shaft now fitted new? L Has it a continuous liner? L or two liners? L or is it without liners? L

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 2 1/2 in

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? This survey is complete

The two boilers have been examined internally and externally, furnaces combustion chambers, ordinary tubes, stay tubes, screw stays, man holes, doors and fastenings were found in satisfactory condition. Safety valves and all mountings overhauled examined and found in order.

Safety valves adjusted under steam at 70 lbs in good condition.

Water gauge column and water gauge glass renewed on the two boilers.

The machinery and auxiliaries have been opened out.

Steam cylinders, pistons, packing rings, piston rods, connecting rods top and bottom end brasses and pins. Slide valves, casing valves their rods exhausters double bar links, Crank shaft top and bottom end brasses, thrust shaft thrust shoes, tunnel shafting. Condenser, air pump circulating pump feed and bilge pump the whole was examined and the following repairs

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

The machinery of this vessel being in safe working condition she is in my opinion eligible to remain as classed and to have the notation LMC 7.20 recorded in the Register Book.

Survey Fee (per Section 28) £ 900. Fees applied for 8 July 1920

Special Damage or Repair Fee (if any) £ : Received by me, 29/7/20

Travelling Expenses (if chargeable) £ 10.

Committee's Minute TUE. JUL. 27 1920

Assigned LMC 7.20

note by port

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Engineer Surveyor to Lloyd's Register of Shipping.

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008847-008854-0110

22 *Fregatta now Cap la Heve*

been effected:

Casing and slide valve #P refitted

Slide valve rod L.P. renewed and neck bushes fitted

— S^o — HP skinned — S^o —

Piston rods #P and L.P. skinned and neck bushes fitted

Thrust shoes renewed and thrust shaft skinned, and one shaft bearing fitted on aft of thrust bearing. Cap and bottom brasses crank shaft renewed

All condenser tubes removed cleaned tested replaced or renewed if necessary, condenser tested

Over pump piston rod skinned and neck bushes fitted

Circulating pump — S^o —

Plunger feed and bulge pumps — S^o —

Suction and delivery valves feed pumps renewed

Auxiliary pumps put in order.

The vessel in dry dock propeller removed and shaft drawn in were found in order excepting lignum vitae which has been renewed Sea valves and cocks overhauled examined and found good

After repairs the engine has been tested under working conditions and found satisfactory.

*Survey for reinstatement of
class now held & repairs
effected.*

It is submitted that

this vessel is eligible for

THE RECORD LMC 7.20.

S7.20. 7015. (i)

C. 2Gy 28 & 53 - 36.

2SB. 4pp. GS 64.

140 N.P.

AWD.

23/7/20



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