

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

(Received at London Office -3 DEC 1930)

Date of writing Report 1-12-1930 When handed in at Local Office 1-12-1930 Port of Rouen

No. in Reg. Book. 81113 Survey held at Rouen Date, First Survey 19-11-30 Last Survey 22-11-30 1930 (No. of Visits THREE)

on the Machinery of the Wood, Iron or Steel 5/5 Pennerf
Tonnage Gross 2179 Net 1281 Vessel built at Glasgow By whom Napier & Miller, Ltd When 1930-4
Engines made at " By whom McKie & Baxter When 1930
Nominal Horse Power 241 Boilers, when made (Main) 1930 (Donkey)
No. of Main Boilers 2 Owners C. Nantaise de Nav. à Vapeur Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 180 Managers Port Nantes Voyage
If Surveyed Afloat or in Dry Dock Both 8000 T.D. (State name of Dock.)
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 988 Port Rouen

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.)

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?

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? To what pressure were they afterwards adjusted under steam?

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? , and of the Donkey Boilers?

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

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

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

Vessel placed on floating dock, Propeller, stern tube + sea connections examined
New B.P. Column now fitted + found to be satisfactory -

General Observations, Opinion, and Recommendation:—This Vessels machinery (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 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.)
is now in good and efficient condition and eligible in my opinion to remain as now classed in the Register Book

Survey Fee (per Section 28) £ 250'00 Fees applied for 1-12-1930
Special Damage or Repair Fee (if any) £ : : Received by me, 19
Travelling expenses (if chargeable) £ 30'00

Committee's Minute

Assigned

As now
Without spl card

FRI. 12 DEC 1930

Norman Winkley
Engineer Surveyor to Lloyd's Register of Shipping.

L.P. Column and astern

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.

guide renewed

It is submitted that
this vessel is eligible to
remain as **CLASSED**
without restriction

YRM

10.12.30

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021

Lloyd's Register
Foundation