

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

(Received at London Office)

-9 OCT 1925

of writing Report 6th Oct. 1925 When handed in at Local Office 6th Oct. 1925 Port of Bordeaux
Survey held at Bordeaux Date, First Survey 21st Aug. Last Survey 29th Sep. 1925
(No. of Visits 3)

on the Machinery of the Wood, Iron or Steel Sc "COMBO"
Gross 170 Vessel built at Delfzyl By whom J. Berg When 1911-12
Net 89 Engines made at Delfzyl By whom Berg. When 1911
Main Boilers 1 Boilers, when made (Main) 1911 (Donkey)
Donkey Boilers 1 Owners Elab. Maurel & Prom Owners' Address Dakar
Pressure—180 lb Managers Dakar Voyage Dakar
In Boilers 180 lb If Surveyed Afloat Both in Dry Dock Both
(State name of Dock.) Both docks

Report No. _____ Port _____
Particulars of Examination and Repairs (if any) B.S.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 details of the nature and extent of such repairs should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined

Has a special damage report been 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? yes

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

Where 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? none

Has the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lbs

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

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

Has the Surveyor examine the drain plugs of the Main Boilers? none fitted, and of the Donkey Boiler?

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

Has the screw shaft now been drawn and examined? no 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 the shaft now been changed? If so, state reasons _____

Has the shaft now fitted new? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is the distance between bearing metal of stern bush and top of after bearing of screw shaft? 2 1/4 in

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

Boiler examined internally & externally with safety valves all the mountings Manholes. Doors & their fastenings. Boiler stools & Collision Chocks
Sea & Bilge injections examined. Propeller & fastenings. Outer end of Stern Bush examined.
Now Done for Wear & Tear. Front Seam of the 5th furnace. Landing edge of flanged part Boiler front plate built up (E.W) on S^d side 10 feet long. Riveting in way hardened up. Riveting of the doubling plate previously fitted to the Water side of the boiler back end plate (between furnaces) overhauled. 20 Rivets renewed plate recaulked.

Safety Valves adjusted under steam to 180 lbs p.s.g. inch. Washers see
General Observations, Opinion, and Recommendation: Int. Cert. forwarded herewith

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.&E.S. 9,11, or L.M.C. 9,11, or 140 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 fresh record of Survey B.S. 9.25

Fees (per Section 28) FRS : 324 Fees applied for
Int. Cert. FRS : 216 6.10.1925
Damage or Repair Fee (if any) £ : FRS : 566
(per Section 28.)
Expenses (if chargeable) FRS : 26 Received by me, 6.10.1925

J. Milet
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 16 OCT 1925
9.25



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B.L. due 12.25. hull small repairs
effected.

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.

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 9.25.

[Signature]
9/10/25.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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