

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

(Received at London Office 13 JUL 1925)

Date of writing Report 9th July 1925 When handed in at Local Office 10/7 10 15 Port of Antwerp.

No. in Survey held at Antwerp Date, First Survey 11th June Last Survey 8th July 1925

2042 on the Machinery of the Wood, Iron or Steel "PARAMÉ" ex "Sina Teira"

tonnage { Gross 2285  
Net 1373 Vessel built at West Hartlepool. By whom W. Gray & Co. Ltd. When 1918-6.

Nominal Horse Power 417 Engines made at do do By whom Am. Mar. Eng. Works When 1918

No. of Main Boilers 2 Boilers, when made (Main) 1918 (Donkey) None

No. of Donkey Boilers 1 Owners Societe Maritime Nationale Owners' Address Port Harre Voyage La Harre

Steam Pressure— Main Boilers 180 Managers Port Harre

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Nº 4 dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Next Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) T.S. & pl. B.S.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 these being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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 offered his services for this purpose, and why they were declined

Has 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? No

Where a survey was not done, state for what reasons? None

What parts of the Boilers could not be thus thoroughly examined?

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? Not adjusted

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 Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? None and of the Donkey Boiler?

Did 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? 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?

Has the shaft now been changed? No If so, state reasons

Has the shaft now been 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?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/16"

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done? To complete the survey, all safety valves require to be adjusted under steam, & this will be done on arrival at Harre. The Surveyors have been advised.

The propeller, fastenings, under water fittings, stern tube, tail shaft, the in boilers & all mountings exam'd.

The lower front end seams on both main boilers repaired by welding & alk'd as necessary.

By request - The pistons & valves were generally exam'd. without being opened up. Condition good.

NOTE: - The vessel has now been sold. Particulars as above.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good condition, & eligible in my opinion to remain as classed with fresh record of B.S. 7.25, when the survey has been completed. Also to have classification of T.S. exam'd. 7.25.

Part B.S. repairs— Frames. 832

Fee (per Section 25) \_\_\_\_\_

Damage or Repair Fee (if any) (per Section 25) \_\_\_\_\_

Printing Expenses (if chargeable) \_\_\_\_\_

Fees applied for 10-7-19 15

Received by me, \_\_\_\_\_ 19 \_\_\_\_\_

Committee's Minute TUES. 21 JUL 1925

Signed Deferred

A. H. Sidditch  
Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 8 SEP 1925  
TUES. 19 JAN 1926

Lloyd's Register Foundation

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

B.S. due 5.25. partly held stated  
will be completed on arrival at Havre

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.

scrutiny examined

It is submitted that this  
vessel WILL BE eligible for  
the record. B.S. 7.25. when the  
safety valves have been  
adjusted.

S. 7.25

A.  
14/7/25

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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