

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

(Received at London Office)

10 APR 1935

Date of writing Report 9-4-1935 When handed in at Local Office 19 Port of Rotterdam.

No. in Reg. Book Survey held at Rotterdam Date, First Survey 25-1-35 Last Survey 30-3-1935 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel M. FRANCOIS TIXIER Rittig Euy

Tonnage Gross 461 Net 221 Vessel built at Sliedrecht By whom H. V. Schepers, de Maas When 1918 5

Nominal Horse Power 88 Engines made at Manheim By whom Motomuecke Manheim When 1935

No. of Main Boilers ✓ Boilers, when made (Main) ✓ (Donkey) 1935

No. of Donkey Boilers 1 Owners Société Anonyme de Navigation Owners' Address Dunkirk

Steam Pressure in Main Boilers ✓ Managers L. Dewulf (if not already recorded in Appendix to Register Book.)

in Donkey Boilers 100 H. If Surveyed Afloat or in Dry Dock Wijf Waalkamp Port Dunkirk Voyage Dunkirk

(State name of Dock.) Slipway

Last Report No. PortParticulars of Examination and Repairs (if any) LMC

(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? ✓

" " 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? ✓

State latest date of internal examination 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? Yes To what pressure were they afterwards adjusted under steam? 100 H.

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? 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 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 30-1-35 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 2 1/2 inches

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

Is electric light and/or power fitted? no

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

Vessel placed on slipway, screws shaft drawn, examined and found good.
New propeller fitted. Sternbush and fastenings good.
Seacconnections and fastenings examined and found good.
Machinery and boiler removed and replaced by new motor engine as per first entry report, and a new donkey boiler fitted.
The existing piping arrangements examined and found or made good.

General Observations, Opinion, and Recommendation: The machinery being in

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

a good and efficient condition I am of opinion that the vessel is eligible to remain as classed with fresh record of LMC.
new engines 3-35, new donkey boiler 3-35, fitted for burning oilfuel, and notation of T.S. 3-35 C. 4.

Survey Fee (per Section 29) £ 25.00 Fees applied for 30.3 1935

Special Damage or Repair Fee (if any) £ : Received by me, 5.4 1935

Travelling expenses (if chargeable) £ :

Committee's Minute TUE. 30 APR 1935

Assigned LMC 3-35 R.E. 3-35
200 35-100 H.

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation
 W1031-0049