

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

JAN 20 1940

DISCLOSED

RAY No. 24

0195

Date of writing Report

When handed in at Local Office

16/1 1940 Port of Antwerp

No. in Reg. Book

Survey held at Antwerp

Date, First Survey 23/12/39 Last Survey 11/11 1940

(No. of Visits 3)

on the Machinery of the Wood, Iron or Steel Ship

BAUDOINVILLE

Tonnage { Gross 13761
Net 8240

Vessel built at Hoboken

By whom William J. Bockerill

Year. Month.

When 1939-7

When 1939

Nominal Horse Power 1938

Engines made at Seraing

By whom do

(Donkey) 1939

No. of Main Boilers

Owners Cie Maritime Belge (Lloyd Royal) SA

Owners' Address

(If not already recorded in Appendix to Register Book.)

No. of Donkey Boilers

Managers Agence Maritime Internationale

Port Antwerp

Voyage

Steam Pressure in Main Boilers

At Surveyed Afloat or in Dock

No 407 Beeth

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

Last Report No. 22943 Port ANT.

Particulars of Examination and Repairs (if any) CS.

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?

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

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.

Present condition of funnel(s) Good

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 Boilers?

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

Has 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 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 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Afloat

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

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

Now Done: Examined No 4 Port Cylinder, exhaust cylinders, cores, pistons, crosshead, crank pin, eccentrics, Nos 4 & 5 crank shaft journals & their bearings. Nos 2 & 8 Starboard Exhaust cylinders, cylinders, cores, pistons, crossheads, crank pins, eccentrics. Nos 2-3-9 & 10 crank shaft journals and their bearings. The After Starboard Generator Engine in its entirety.

General Observations, Opinion, and Recommendation: The Machinery of this Vessel

(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. 0, 1, H.B.S. 0, 1, L.H.C. 0, 1, or L.M.C. 140 lb., F.D., &c.)

So far as now seen is in safe working condition and is eligible in my opinion to remain as classed and to have fresh record of Survey + LMC CS with date on completion.

Survey Fee (per Section 29) £ 1050
Special Damage or Repair Fee (if any) £ 10
Travelling expenses (if chargeable) £

Fees applied for 16-1-19 40
Received by me,

A. B. Murray

Engineer Survey

FRI. 25 OCT 1940

Committee's Minute

Assigned

Survey delayed, vessel last reported, in port on occupation



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Classified Character of Ship and Machinery as in the Register Book

RETAIN

RETAIN

London
1800

Handwritten notes on a small piece of paper at the bottom left corner.



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