

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

MCH. 17 AUG. 1924

(Received at London Office)

Date of writing Report 5<sup>th</sup> May 1924 When handed in at Local Office 5<sup>th</sup> May 1924 Port of Bordeaux  
No. in Reg. Book. 36473 Survey held at Bordeaux Date, First Survey 18<sup>th</sup> Apr. Last Survey 30<sup>th</sup> Apr. 1924  
on the Machinery of the Wood, Iron or Steel. Sc. "VILLE DE BELFORT"  
Tonnage Gross 992 Vessel built at Hakodate By whom Hakodate Dock Co. When 1917  
Net 671 Engines made at Hakodate By whom Hakodate Dock When 1917  
Registered Horse Power 88 Boilers, when made (Main & Stated) 1920 (Donkey)  
No. of Main Boilers 1 Owners Martinditch Carlos figlio Port Trieste Voyage Bristol Channel  
No. of Donkey Boilers 1 If Surveyed Afloat Both in Dry Dock  
Steam Pressure in Main Boilers 180 lb (State name of Dock.)  
in Donkey Boilers ✓

Last Report No. Port Machinery Survey  
Particulars of Examination and Repairs (if any) for Classification Class Contemplated  
In damage cases where the Surveyor has not made a special damage report he is required to state whether he entered 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? Yes  
Do. " Donkey " Donkey Boiler not Surveyed  
If this was not done, state for what reasons? None  
And what parts of the Boilers could not be thus thoroughly examined? None  
And 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? 180 lbs  
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 Boiler? Yes and of the Donkey Boiler? ✓  
Did the Surveyor examine the drain plugs of the Main Boilers? None fitted and of the Donkey Boiler? ✓  
Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? ✓  
Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓  
Has shaft now been changed? No If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓  
Is 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? ✓  
State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Stern bush removed (Bottom part)  
If the Surveyor is not complete state what arrangements have been made for its completion and what remains to be done? Donkey Boiler to be examined.

Vessel surveyed Afloat and in Dry dock  
Examined fastenings of Sea Connections, Outer and Inner end of Stern bush  
Propeller and fastenings of Same. Tail Shaft drawn in and examined.  
Two liners in good condition. All cylinders, pistons valves & casings examined  
Crank shaft, crank pins, journals and Main Bearings examined (with shoes)  
Bunnel and intermediate shafts, thrust shaft and thrust blocks examined  
Bed plate and holding down bolts examined. Condenser opened out and examined.  
Principal steam pipes & throttle valve examined. Valves examined.  
cocks, pipes and strainers of the pumping arrangement examined.  
All pumps and Auxiliaries examined.  
Main Boiler examined internally and externally with Safety Valves  
Mountings Manhole doors and fastenings, stools Collision Chocks and rolling stays  
General Observations, Opinion, and Recommendation:— P.T.O.  
(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.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

For the Information of the Committee

Survey Fee (per Section 28) Frs 68.0- Fees applied for 5.5. 1924  
Special Damage or Repair Fee (if any) £ Received by me, Faides per man  
(per Section 28.) Frs 26.- memo 24/6/24.  
Travelling Expenses (if chargeable) Frs 146.-  
Sunday Attendance Frs  
Committee's Minute FRI. 1 MAY 1925  
Assigned

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

FRI. 25 SEP 1925

FRI. 16 OCT 1925

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OR THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

Now Done for Wear and Tear. All Sea Connections and Bilge  
injection overhauled.

Logum vitae in stern bush renewed (Bottom Strips) all  
screws in guard ring renewed

Coil Shaft and propeller refitted and thoroughly tightened up  
Propeller recess and Stern gland repacked.

Main Boiler Safety Valves adjusted under steam to 180 lbs  
ps. sq. inch.

Washers as follows  $P = 15\frac{1}{4}$   $S = 15\frac{1}{4}$

J. No.