

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

(Received at London Office) - 8 OCT 1925

Date of writing Report 5th October 1925 When handed in at Local Office 10 Port of Boulogne

No. in Reg. Book. 08279 Survey held at Boulogne Date, First Survey 7. 11. 24 Last Survey 20th June 1925

on the Machinery of the Wood, Iron or Steel 5 trawler LA CIGOGNE

Tonnage { Gross 139 Net 84 Vessel built at Arnhem By whom Arnhemse Stoomsleepbelling When 1924

Nominal Horse Power 45 NHP Engines made at d° By whom d° When d°

No. of Main Boilers 1 Boilers, when made (Main) d° (Donkey) —

No. of Donkey Boilers — Owners M^{re} Friess Owners' Address 11bis Rue de Boston

Steam Pressure in Main Boilers 180 lbs Managers — Port Boulogne Voyage Fishing

If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. — Port —
Particulars of Examination and Repairs (if any)
(Periodical Surveys, when held, must be reported in detail and seriatim 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 summarized at the end of the report. State also the dates and initials of any letters respecting this case. H. 27th of July 1925)

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? yes

Do. " Donkey " " " " none

If this was not done, state for what reasons? —

And what parts of the Boilers could not be thus thoroughly examined? none

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? —

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 Boilers? yes, and of the Donkey Boiler? —

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? yes, 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? filled to inject some solidified oil

Has shaft now been changed? no 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? —

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 2 1/2 in.

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

Please refer to Paris Office letters, dated 1924 Nov. 10, 15, 20, 22 & Decemb. 9th.

Vessel placed on slip way.

Examined fastenings of sea connections, outer and inner end of stern bush, propeller and fastenings of same. - Bail shaft drawn and examined, continuous liner (the joint of the liner is made tight with caulked copper) and found in good condition. - All cylinders, pistons, valves, casings and chambers examined. - Crank shaft lifted, examined and found good. - Top and bottom brasses found in good condition. - Brust and intermediate shafts and shoes found in good order. - Crank pins and brasses examined and found good. - Engine and boiler seatings, and holding down bolts found good. - Pumps, air, circulating, feed, bilge and donkey pumps opened out, examined and found P.T.O.

General Observations, Opinion, and Recommendation:—

(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, 149 lb., F.D., &c.)
The machinery of this vessel being in good condition is worthy in my opinion upon classification to have the notation L.M.C. (without the distinguishing mark \otimes) 6.25

Survey Fee (per Section 29) £ 4.0.0 Fees applied for

Total Damage or Repair Fee (if any) See Hull Rpt. 19

Traveling Expenses (if chargeable) — Received by me, 19

Committee's Minute — FRI. 23 OCT 1925

Assigned — L.M.C. 6.25 C.L.

— Subject —

—

—

THIS MARGIN. REQUESTED NOT TO WRITE ACROSS IT. IF SOCIETIES, STATE MECHANICAL TESTS BY THE SURVEYORS ARE

Where and when tested and Superintendent.

When and where tested and Superintendent.

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

Is a Certificate required? If so, to be sent to M. Cantin, Lloyd's Surveyors.



