

Date of writing Report

7 Nov. 1927

When handed in at Local Office

19

Port of

Havre

No. in Reg. Book.

15138

Survey held at

Havre

Date, First Survey and Last Survey

2 Nov. 1927

(No. of Visits)

one

Gross

4600

Net

Vessel built at

Rouen

By whom

Chant de Normandie

When

1927

Engines made at

Penhoet

By whom

Ch & Abel de Penhoet

When

1927

Boilers, when made (Main)

(Donkey)

Owners

via nacional de navegacao

Owners' Address

Managers

Boiteiro

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

Port

Rio de Janeiro

Voyage

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

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

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.

Years Assigned and when expired.

Machinery and Boiler Surveys (including date of N.B., if any).

ast Report No.

Port

Particulars of Examination and Repairs (if any)

Periodical 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 details 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.

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

Is 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?

Do. " " " " " "

Is was not done, state for what reasons?

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? 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 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? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? 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?

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

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

The Safety valves have been adjusted under steam at 180 lbs per sq. inch. The thickness of the washers being:-

	Port Valve	Starboard Valve
Starboard Boiler	9 7/8 0	9 7/8 3
Port Boiler	11 7/8 3	9 7/8 9

accumulation of pressure test was made and found to be satisfactory.

General Observations, Opinion, and Recommendation:-

above is submitted for the information of the Committee.

per Section 28)

124

Damage or Repair Fee (if any)

(per Section 28.)

Expenses (if chargeable)

Fees applied for

3/10 8/2

3/11/1927

Received by me,

12/14/27

Committee's Minute

FRI. 2 DEC 1927

ed

La Rou. ylt No. 626

Is a certificate required? If so, to be sent to

Lloyd's Register Foundation

W1196-0191



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Death with see  
Rowen Apr 1862

JWR  
10/11/27.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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