

Rpt. 9.

No. 120446.

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

(Received at London Office)

Date of writing Report 6 Oct 1930 When handed in at Local Office 19 Port of AMSTERDAM  
No. in Reg. Book. 57434 Survey held at YMUIDEN Date, First Survey 1 June Last Survey 25 Sept 1930  
on the Machinery of the XXXXXX Steel Sc. "ELIE CHENEVIERE" (No. of Visits 10)  
Tonnage { Gross 164 Vessel built at Alphen By whom A. Pannevis Repairing Co. LA.  
Net 54 Engines made at Grimsby By whom Gt. Gen. Co-op. Eng. & Ship When 1898  
Nominal Horse Power 50 Boilers, when made (Main) 1912 (Donkey) -  
No. of Main Boilers one Owners N.V. Viss. My. Elie Cheneviere Owners' Address Ymuiden  
No. of Donkey Boilers one Managers N.V. Scheeps Expl. My. "De Marezaten" Port Ymuiden Voyage -  
Steam Pressure in Main Boilers 100 lbs If Surveyed Afloat or in Dry Dock Afloat  
in Donkey Boilers - (State name of Dock.)

Last Report No. - Port -Particulars of Examination and Repairs (if any) I.M.C.

(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 summarised at the end of the report. State also the dates and initials of any letters respecting this case. E.L. Sept 1930

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 " " " " "

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

And what parts of the Boilers could not be thus thoroughly examined? all parts accessible

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? 100 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 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? 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? -

Has shaft now been changed? no 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft nil

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

Engine & Boilers of the late Elie Cheneviere unshipped repaired in workshop and now placed in new berkedg Elie Cheneviere, properly fastened, bilge pump arrangements & auxiliary engines complete new. Auxiliary engines & Bilge pump arrangement in accordance with the approved plan & Secretary's letter. Main steam pipe & feed pipes new in accordance with the rules & duly tested.

2nd cylinders, pistons, slide valves, steam chests, cranks & thrust shaft including bearings & shoes. Air circulating feed & bilge pumps and their seats & valves made & found good.

Condenser opened out overhauled & tested as per rules now found & tight. Auxiliary engines bilge pump arrangements & valves good. P.P.U.

General Observations, Opinion, and Recommendation: This vessel's Machinery  
(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, 12, 13, &c.)  
is in a good & efficient condition and the eligible in my opinion to have notation I.M.C. 10-30 and T.S. 9-30 in the Society's register book

Survey Fee (per Section 28) £60-  
Special Damage or Repair Fee (if any) £24-  
(per Section 28.)  
Travelling expenses (if chargeable) £24-

Fees applied for 19  
Received by me, 11-12-1930

Committee's Minute TUE. 21 OCT 1930

Assigned + L.M.C. 9.30

+ NE 98 refitted 9.30

CERTIFICATE WRITTEN.

C.L.

+ NB 12 refitted 9.30

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1248-0012



End Boiler throughout whilst in workshop the following repairs have been effected: Fore fire removed, combustion chambers completely renewed, dogs on top of combustion & bolts renewed. All main stays, 4 longitudinal stays & all plain & stay tubes new. Tested Boiler after completion of repairs to 270 lbs found sound & tight. Boiler replaced, properly fattened & good. Safety valves, mountings & fatterings overhauled & good.

Vessel placed in drydock: Sea valves & cocks new and as per rules. Existing tailshaft C.I. liner in & on both, liner drum & up & good.

Repairs effected to engine whilst in workshop.

H. P. & I. P. piston rings renewed. Piston was & spinbles, and one pump rods, feed & bilge pump plungers changed up & retouched. Air & one pump bore & true & buckets renewed.

Slide valve motion completely overhauled & good.

Condenser water end & tube plates renewed, retouched & tubes as per rules sound & tight.

Thrust block new, new thrust shaft marked 4404 D 3212 FS 19-3-30 fitted.

Engine properly secured, shafting fitted in true line. Tried engine found working satisfactory. Propeller & fatterings good.

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN

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Foundation