

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

MAY 20 1938

(Received at London Office)

Date of writing Report 19.5.1938 Port of Antwerp.
 No. in Reg. Book. Survey held at Antwerp. Date, First Survey and Last Survey 26.4.1938
 on the Machinery of the Wood, Iron or Steel M.V. "Escant".
 Tonnage Gross Vessel built at Hoboken By whom Blantier Naval J. Lockhill S.A. When 1938
 Net Engines made at Seraing By whom H. G. J. Lockhill When 1938
 Nominal Horse Power Boilers, when made (Main) (Donkey) 1938.
 No. of Main Boilers Owners Armement de l'Etat Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers Managers Port Antwerp. Voyage
 Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock H:4 city B. Oak
 in Donkey Boilers 750 (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Classification

(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.)

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?

" " Donkey " " "

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.

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.

Is electric light and power fitted? Yes

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

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. Complete.

This vessel has been placed in dry dock, propeller, after end of stem bush and fastenings of sea connections exd. and found same in order.

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. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

so far as seen, is in a safe working condition, and eligible in my opinion to be classed as contemplated.

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) (per Section 29.)

Travelling expenses (if chargeable)

Committee's Minute

Assigned

Fees applied for

19

Received by me,

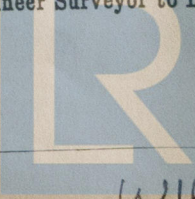
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J. L. Rabauy

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 31 MAY 1938

See Ant. 21930



Lloyd's Register of Shipping

W167-0148

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