Rpt. 9.

No. 21930

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

MAY 20 1938

(Received at London Office _____)

Date of writing Report _____ 19 ____ When handed in at Local Office 19.5. 1938 Port of Antwerp.

No. in Reg. Book. Survey held at Antwerp. Date, First Survey and Last Survey 26.4.1938 (No. of Visits one)

on the Machinery of the ~~Wood, Iron~~ or Steel M.V. "Escaut."

Tonnage { Gross ____ Net ____

Nominal Horse Power { ____

No. of Main Boilers ✓

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers ✓

in Donkey Boilers 75 lbs

Vessel built at Hoboken By whom Chantier Naval J. Cockerill S.A. When 1938

Engines made at Seraing By whom Sté Cie J. Cockerill When 1938

Boilers, when made (Main) ✓ (Donkey) 1938.

Owners Armement Neffe Sté Cie Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Antwerp. Voyage

If Surveyed Afloat or in Dry Dock No. 4 city D. 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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).

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 ✓ Present condition of funnel(s) ✓

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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft ✓

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

Is electric light ~~and/or power~~ fitted? Yes

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 stern 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 ✠LMC 140 lb., F.D., &c.) CS 3,34,

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)	£ : :	Fees applied for 19
Special Damage or Repair Fee (if any) (per Section 29.)	see First Entry Report. : :	Received by me, 19
Travelling expenses (if chargeable)	: :	

TUE. 31 MAY 1938

Committee's Minute

Assigned See Art. F.E. 21930

J. L. Rabey

Engineer Surveyor to Lloyd's Register of Shipping.

The Surveyors are requested not to write on or below the space for Committee's Minute.)

If so, is the Report sent now, or when will it be sent?

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

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

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