

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office) 8 FEB 1945

Date of writing Report 8th July 1942 When handed in at Local Office 9.7 1942 Port of MARSEILLES

No. in Survey held at MARSEILLES Date First Survey 9-6-42 Last Survey 3-7-42 (No. of Visits 2)

g. Book 6142 on the Machinery of the Wood Iron or Steel S/S "VILLE DU HAURE"

Gross 5083 Vessel built at Vendouren By whom N. of Helud. V. B. Co. Ltd. When 1919-6
Net 3144 Engines Made at Greenock By whom J. E. Kincaid & Co. Ltd. 1919

Nominal Horse Power 462 Boilers, when made (Main) 1919 (Donkey) -
Owners Nouvelle Cie. Havraide Penin. Owners' Address -
Port Havre Voage -

No. of Main Boilers 3 Managers -
No. of Donkey Boilers -
Steam Pressure -
in Main Boilers 180 lbs
in Donkey Boilers -

Last Report No. - Port -
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) 100 A1 + BS + Reps.

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? Yes

Do the same for Donkey Boilers? -

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 100 A1 + BS + Reps. Present condition of funnel(s) Good

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 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? Yes, and of the Donkey Boilers? -

Has the 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 - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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 lign 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 -

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.

Now Done :- Tether placed in drydock; propeller, after end of stern tube and outside fastenings of sea connections examined.

BS :- The three boilers examined throughout together with all mountings, manholes etc. Mountings overhauled. Safety valves of all boilers afterwards adjusted to 180 lbs/sq pressure.

REPAIRS :- All bottom manhole door flanges of the three boilers built up with E.W. and door refitted.

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 CS 3.34, 140 lb., F.D., &c)

so far as seen, is in good condition and is eligible, in my opinion, to remain as classed with a fresh record of B.S. 7, H2.

Survey Fee (per section 29) BS. Reps £1600 Fees applied for 9.7.1942 £100

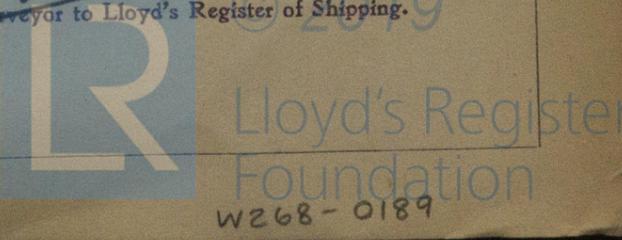
Special Damage or Repair Fee (if any) (per Section 29) £100 Received by me, 19

Travelling expenses (if chargeable) £ : : -

Committee's Minute -

Assigned -

J. Talbot
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

NY 10306



© 2019

Lloyd's Register
Foundation