

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

(Received at London Office. FEB - 1 1940)

Date of writing Report 25-1-1940 When handed in at Local Office 19 Port of Rouen
Date, First Survey 3-1-40 Last Survey 3-1-1940 (No. of Visits one)

No. in Survey held at Rouen Book 23256 on the Machinery of the Wood, Iron or Steel WILHELM JOSEPH
Year. Month. 1925 7

Gross 2477 Vessel built at Newcastle By whom Swan, Hunter & Whigham & Co When 1925 7
Net 1486 Engines made at Newcastle By whom Richardson & Co When 1925 7

Boilers, when made (Main) 1925 (Donkey) -
Owners Cargos Algériens Sté Anon Owners' Address -
Managers - (if not already recorded in Appendix to Register Book.)
Port Algiers Voyage !!!

If Surveyed Afloat or in Dry Dock dry dock (State name of Dock.)
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 2095 Port Rouen
Particulars of Examination and Repairs (if any) docking

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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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 all the manholes, doors and their fastenings of the Donkey 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 the drain plugs of the Donkey Boilers? , and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 it a continuous liner? 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? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Is electric light and/or power fitted?

State date of examination of Screw Shaft.

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.

Now done: Vessel placed in floating dock at Rouen. Propellor & its fastenings examined & found in good condition. Shaft down 3/4".

General Observations, Opinion, and Recommendation.

(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.)

The machinery of this vessel is eligible in my opinion to remain as classed without fresh record of survey

Survey Fee (per Section 29) charged on hull rpt. Fees applied for 19
Special Damage or Repair Fee (if any) £ Received by me, 19
Travelling expenses (if chargeable) £

Committee's Minute
Assigned

See Rou. 2095

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

W283-0025