WRECK SECTION.

Rpt. 9. No. ..... No. 8477

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

(Received at London Office 28 OCT 1946)

Date of writing Report October 24th 19 46. When handed in at Local Office ..... 19 ..... Port of LE HAVRE.

No. in Reg. Book. Survey held at ROUEN Date. First Survey 19.10.46. Last Survey 23.10. 19 46. (No. of Visits 2.)

85525 on the Machinery of the ~~Wood, Iron or~~ Steel S.S. ZEPHYROS.

Tonnage	Gross 4796	Vessel built at Glasgows.	By whom C. Connell & Co. Ld.	When	Year. 1909	Month. 6
	Net 3051	Engines made at Glasgows.	By whom Dunsunir and Jackson	When	1909	
Nominal Horse Power	512	Boilers, when made (Main) 1909.	(Donkey) -			
No. of Main Boilers	3	Owners Zephiros S.S. Co Ld.	Owners' Address - (if not already recorded in Appendix to Register Book.)			
No. of Donkey Boilers	-	Managers -	Port Argostoli	Voyage -		
Steam Pressure— in Main Boilers	180	If Surveyed Afloat ~~or in Dry Dock~~ No. 320 Rive Droite-ROUEN. (State name of Dock.)				
in Donkey Boilers	-					

Last Report No. 770. Port Bou.

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)
+ 100 A1		+ L.M.C. 11.39.
Spar deck 3.46.		B.S. 11.45.
SS. Gen. 2ndNo3 3.35		C.L. 7.45.
SS. Par. No1- 39		
Examined 8.45		

Particulars of Examination and Repairs (if any) BOILER REPAIRS.

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 not, state for what reasons - What parts of the Boilers could not be thus thoroughly examined? -

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 Boilers? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - 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 the screw shaft now been drawn and examined? - Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush - 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? -

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

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

NOW DONE :- Please see London Letter dated 28.9.46 and Boulogne Certificate 11.10.46.

PORT BOILER :- All plain tubes have been renewed - Boiler tested on completion of Repairs by Mon. J. Vendeuvre during my absence at Cherbourg.

NOTE:- Vessel is now on voyage to Sfax - Owners Superintendent states that Starboard boiler will be dealt with at port of discharge which is at present unknown.

Donkey boiler not to be used.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel as far as now seen is in good condition and eligible in my opinion to remain as classed without fresh record subject to starboard boiler plain tubes being dealt with on completion of present voyage and Donkey Boiler not to be used until repaired.

(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, BS 9,11, B&MS 9,11 ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.) CS 2,34,

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

Survey Fee (per Section 29)	£Frs 5.000 -	Fees applied for 19	
Special Damage or Repair Fee (if any) (per Section 29.)	£ : :	Received by me, 19	
Travelling expenses (if chargeable)	£Frs 1.500 -		

FRI. 15 NOV 1946

Committee's Minute

Assigned as now, subject

Pp for J. Vendeuvre
Engineer Surveyor to Lloyd's Register of Shipping.

W311-0040

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