

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

(Received at London Office JUN 16 1939)

Date of writing Report 13/6 1939 When handed in at Local Office 14/6 1939 Port of Marseilles
 YACHT. No. in Reg. Book. 2318 Survey held at Marseilles + La Ciotat Date, First Survey 26th May Last Survey 31st May 1939
 on the Machinery of the Wood, Iron or Steel Ausc Ketch "FLOULAT" (No. of Visits 2)

Tonnage { GROSS 63 Vessel built at Rostock By whom A/G. Neptun Year. Month. 1904
 Net 10 Engines made at Marseilles By whom Baudouin When 1934
 Nominal Horse Power { 10 Boilers, when made (Main) (Donkey)
 No. of Main Boilers ✓ Owners Soc. des Laboratoires Lumiere Owners' Address Port La Ciotat Voyage Cruising
 No. of Donkey Boilers ✓ Managers (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock No. 1 Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers ✓ (State name of Dock.) and La Ciotat

Last Report No. Port
 Particulars of Examination and Repairs (if any) L.M.C(M) & T.S.

(Periodical Surveys, when held, must be reported in detail and variation 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 summarized 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 None

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? Yes

Is it fitted with continuous liner? No.

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

Has shaft now been changed? No. 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 26.5.39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Closed.

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.

How done:- Vessel placed in dry dock, propeller tail shaft (bronzes), stern bush, sea fastenings, valves & cocks examined and found in order.

All cylinders, pistons valves & valve gears, connecting rods, & their tops and bottom end bosses, top end pins, crank & intermediate shaft bearing examined and found in order. Valve gears, pumps, clutch & reversing gears examined as far as practicable without dismantling, and found satisfactory. Electric leads examined and system tested. Certificate attached herewith.

The magnets inspected & overhauled by Competent Repairers; certificate herewith.

Service tanks on their fittings & connections examined & found in order. It was not considered necessary to test these tanks at this time.

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, and to have the notation of L.M.C (M) 5.39 and T.S. (B) 5.39.

Survey Fee (per Section 29) £57.52-
 Special Damage or Repair Fee (if any) £
 Travelling expenses (if chargeable) £21-

Fees applied for
10.6.19.39
£77.3-
 Received by me,
19

Committee's Minute FRI. 7 JUL 1939

Assigned L.M.C (M) 5.39

CERTIFICATE WRITTEN

M. Macleod
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W315-0168

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

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

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

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

Madame Lucey Bell

It is submitted that
this vessel is eligible for

THE RECORD

Alue (a) 539

S. 539

DA

4/7/39



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