

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

AUG 30 1939

(Received at London Office)

Date of writing Report 28th Aug. 39. When handed in at Local Office 28th 10th 39 Port of ANTWERP
 in Book. Survey held at ANTWERP Date, First Survey 26-12-38 Last Survey 27-12-1938
 on the Machinery of the Wood, Iron or Steel 5 1/2" LE PHOQUE (No. of Visits 2)

Age { Gross 12 1/2 Vessel built at Newcastle By whom Owan, Hunter, Higham Richards When 1905 Month 10
 Net 4 5/8 Engines made at do. By whom do. When 1905
 Original Power { 270 Boilers, when made (Main) 1905 (Donkey) 1905
 Main Boilers 2 Owners Cie. Marchande Export. Import Owners' Address (if not already recorded in Appendix to Register Book.)
 Donkey Boilers 1 Managers Port Antwerp Voyage
 Main Boilers 160 lbs Surveyed ~~in~~ in Dry Dock City dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Donkey Boilers 80 lbs (State name of Dock.)

Previous Report No. Port
 Particulars of Examination and Repairs (if any) Damage.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where 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.
 A damage report made by anyone else? If so, by whom? Not Required
Mr. Red. Calc. Assoc.

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

What was not done, state for what reasons? See Below

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?

Latest date of internal examination of each boiler. Present condition of funnel(s) Good

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?

Was 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 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 1/8"
 Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?
 Was 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.

DAMAGE stated to have been sustained through collision with the S/S BENNEKOM, whilst being moved at berth N^o 156 at Antwerp on the 17th of December 1938.
WORK DONE. Fettel placed in dry dock; propeller, after end of stern bush and outside fastenings of sea connections examined.
 Alignment of line of shafting examined, found satisfactory.

T.E.
 The Owners have sold the vessel for breaking up and the work of demolition was started in July (See Ant. etc. of the 18th of August 1939)

General Observations, Opinion, and Recommendation: For the information of the Committee
 (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, E.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
CS 3,34.

Survey Fee (per Section 29) £ 2:100: - Fees applied for 22-6-1939
 Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, £ : :
 Selling expenses (if chargeable) £ : :
 15 SEP 1939

Committee's Minute signed See Minute on the casualty & the hull report
 Engineer Surveyor to Lloyd's Register of Shipping. W479-0014

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

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

