

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

(Received at London Office 22 MAY 1934)

Report made on 18th May 1934 When handed in at Local Office 18th May 1934 Port of Havre
Survey held at Havre Date, First Survey 20th April Last Survey 16th April 1934

The Machinery of the Wood, Iron or Steel "Pad. Sr." BOILDIEU (No. of Vessels 4)

Vessel built at London By whom James Iron Works S.B. & Co. When 5/1905

Engines made at D^o By whom D^o When 1905

Boilers, when made (Main) 1905 (Donkey) ✓

Owners C^{ie} Rouennaise Owners' Address (if not already recorded in Appendix to Register Book.)
Managers de Navigation Port Rouen Voyage River Seine

If Surveyed Afloat & in Dry Dock Both Havre Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. Port of Examination and Repairs (if any) B.S.

When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and in the body of the report, should be briefly summarised at the end of the report. State also the date of any letters respecting this case.
Where the Surveyor has not made a special damage report he is required to state whether he has done so for this purpose, and why they were declined.
Work done by anyone else? If so, by whom?
Normally go inside each Main Boiler separately and make a thorough examination at this time? Yes

CHARACTER, &c. for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned, how calculated.	Machinery and Boiler Surveys (including date of N.B., if any).
+ A - For River purposes only 5-33.		+ L.M.C 7-32 B.S. 5-33
SS. Riv. 2 nd 703 4.24		
SS. Riv. 702.32		

Boilers could not be thus thoroughly examined? None

Tests, in the absence of internal examination, were adopted by the Surveyor himself of the thorough efficiency of those parts of each Boiler? 11th May 1934

Internal examination of each boiler? Yes

Examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 115 lbs 0"

Examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? ✓

Examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? ✓

Have the Main Boilers 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? ✓

Have the Donkey Boilers been drawn and examined? ✓ 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? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. B.S. Complete

Complete, state what arrangements have been made for its completion and what remains to be done. B.S. Complete
Surveyed in dry dock & afloat
Cocks & Valves opened out & examined.
Cheeks, Shaft & bearings examined
Examined internally & externally with safety valves, all the manholes, doors & their fastenings, Boiler Stools & Chocks.
All plain tubes & 15 Stay tubes renewed.
Hole flanges built up by E.W. & doors adjusted.

Tested the Safety Valves of the Boiler under steam to 115 lbs p. 0". Satisfactory.
Engines tried under Working Conditions. Satisfactory.

Conclusions, Opinion, and Recommendation:—
The machinery of this vessel is eligible in my opinion to be classified and to have the notation B.S. 5-34 in the Register Book.

Fees applied for 18-5-1934
Received by me, 15-
L. Miles
Engineer Surveyor to Lloyd's Register of Shipping.

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

WS13-0264

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

At 5.34 was held

all plain tubes removed &
run again effected

It is submitted that
this vessel is eligible for
THE RECORD.

At 5.34

When

1-6-34

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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