

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

(Received at London Office)

-6 FEB 1936

Date of writing Report 2.2.36.

When handed in at Local Office 5.2.36.

Port of HAVRE.

No. in Survey held at HAVRE

Date, First Survey 13TH JAN. Last Survey 31ST JAN. 1936.2320 on the Machinery of the ~~Wood Iron or Steel~~ Sc. "NEPTUNIA"

(No. of Visits 10.)

Gross 619.
Net 244.

Vessel built at Selby

By whom Cochrane & Sons Ltd. When 1926.-3

Nominal Horse Power 128.

Engines made at Gull.

By whom G.D. Holmes & Co. Ltd. When 1926.

No. of Main Boilers 15B.

Boilers, when made (Main) 1926.

(Donkey) —

No. of Donkey Boilers 190 LBS

Owners Soc. Havraise de Pêche

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Havre

Voyage Iceland.

If Surveyed Afloat or in Dry Dock Both.

Managers

(State name of Dock.)

HAV. N° 2.

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 elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A 1.		* LMC.
1, 35.		1, 34.
SS. HAV. N° 2 - 34.		BS. 2, 35
STM TRAWLER.		CL. 2.33.

Last Report No. Port BS. 1.36.T.S.

Particulars of Examination and Repairs (if any) 1.36 & MCHY.

Periodical Surveys, when held, must be reported in detail and serially 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.

On 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.

As 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? YES.

" " Donkey " " "

Was this not done, state for what reasons?

Did 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 15TH JAN. 1936.

Present condition of funnel(s) Satisfactory

Did the Surveyor examine the Safety Valves of the Main Boiler? YES.

To what pressure were they afterwards adjusted under steam? 190 LBS PER IN.

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 Boiler? YES.

and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boiler? NONE FITTED.

and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boiler? YES.

and of the Donkey Boiler?

Is a screw shaft now been drawn and examined? YES.

Is it fitted with continuous liner? YES.

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is a shaft now been changed? NO. If so, state reasons.

Is 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 17TH JAN. 1936. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

COMPLETELY REWOODED 1 1/2 IN.

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

Is electric light and/or power fitted? YES.

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

NOW DONE:- Main Boilers examined internally & externally together with its Safety Valves, mountings & manhole doors. The steam pipes examined in place as far as practicable without stripping. Seatings, Collision Chocks & Funnel examined. The Safety Valves adjusted under steam to the above working pressure. Condition throughout satisfactory. Minor repairs to boiler & mountings carried out.

Screw Shaft, drawn in, shaft & continuous brass liner examined. The shaft found somewhat pitted at after end of liner & the liner scored in way of stern gland. As a new 4 bladed C.P. propeller was being fitted, the old one being considerably wasted at the blade tips, it was decided to skim up the brass liner in the lathe & true up the cone to ensure a good fit in the new propeller. Approximately 20 mm was cut off the after end of the brass liner & the propeller advanced on the shaft by this amount & a

General Observations, Opinion, and Recommendation:-

P.T.O.

(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, R.&M.S. 9,11, * L.M.C. 9,11, or * L.M.C. 140 lb., F.D., &c.)

* L.M.C.

CS 3,34,

The machinery & boiler of this vessel are eligible in my opinion to remain as classed and to have fresh records BS.2,36 and tail shaft seen CL.1.36.

Survey Fee (per Section 29) BS.TS. MCHY Fees 600

Special Damage or Repair Fee (if any) £ :

Gullard & Co. new Propeller 130

Travelling expenses (if chargeable) 140

Fees applied for

5.2.36-19

Fees 665.

Received by me,

19

J.

+ 140 Gullard & Co.

J. Prechmann

19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

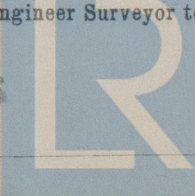
FRI. 14 FEB 1936

FRI. 20 MAR 1936

Assigned

SL36

BS 1.36

Lloyd's Register
Foundation

— STEEL S.S. "NEPTUNIA" —

new Key fitted. Shaft & propeller examined on completion & found satisfactory. Stern tube & fastenings examined, gland & neck bushes renewed & the stern bush completely rewooded. FOR NEW PROPELLER See HAV. RT. 10 of 13.1.36.

Sea Connections. Opened out, examined & closed up in efficient Condition including fastenings.

Main Condenser. 93 defective tubes renewed. Condenser tested by water pressure & examined on completion of repairs & found satisfactory.

Machinery. Thrust shaft & thrust shoes examined, the alignment of shafting verified, HP bottom end bearing reinstalled, feed & bilge pump rams skimmed in lathe & new bushes fitted. Air pump valves renewed, Dynamo engine overhauled & other minor repairs carried out.

On completion of the repairs, the main & auxiliary machinery were examined under working Conditions & found satisfactory.

INTERIM CERTIFICATE. Now issued as per copy forwarded hereinto.

[Signature]



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