

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

(Received at London Office -1 FEB 1935)

Date of writing Report 31st Jan. 1935 When handed in at Local Office 31st Jan. 1935 Port of Harve

No. in Reg. Book. 87295 Survey held at Harve Date, First Survey Sept 27 1934 Last Survey 28th Jan. 1935 (No. of Visits 12)

87295 on the Machinery of the ~~Wood, Iron or Steel~~ S/S "VILLE DE PARIS"

Tonnage { Gross 3020 Net 3266 Vessel built at Dunkirk. By whom C. & A. de France When 1903

Nominal Horse Power { 457 Engines made at Harve By whom Caillard & Co When 1903

No. of Main Boilers 3 Boilers, when made (Main) 1905 9 25 (Donkey) 1925

No. of Donkey Boilers 1 Owners Nouvelle C^o Har. Peninsulaine Owners' Address de Harve à Vapeur (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 192 lb Managers de Harve à Vapeur Port Harve Voyage Dunkirk

in Donkey Boilers 114 lb If Surveyed Afloat in Dry Dock Both Harve (State name of dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) I.S. & Machy 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. 31st August 1934)

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? Boiler Survey not due

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 _____

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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Has 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?

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 14-1-35 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 4 1/2"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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

Vessel surveyed in dry dock & afloat

Propeller & fastenings of same examined. all sea cocks & valves opened out & examined. Stern tube with Stern bush & Stern gland examined

Screw Shaft drawn in and examined. Continuous liner in good condition.

Now Done for Damage (Please Refer to Sec. Letter "H" dated 31st August 1934)

New. HP cylinder with new piston & new Rod fitted. Material & Workmanship Satisfactory.

Crank Shaft lifted. all bottom parts of main bearing brasses remetalled.

Crank shaft properly rebled & the whole length of Shafting lined up as necessary.

HP connecting rod. put in lathe & verified. Top & bottom end brasses remetalled.

General Observations, Opinion, and Recommendation: J.P.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, B.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel being in a safe working condition is eligible in my opinion to remain as classed and to have the notation of I.S. seen (C.L.) 1.35 in the Register Book

Survey Fee (per Section 29)	<u>I.S.</u>	£ <u>250</u>	Fees applied for <u>30-1-1935</u>
Additional Damage or Repair Fee (if any) (per Section 29.)		£ <u>1000.-</u>	
Printing expenses (if chargeable)		£ <u>78-</u>	
Total			Received by me, <u>J. Milet</u>

Committee's Minute FRI. 8 FEB 1935

Signed As now

J. Milet
Engineer Surveyor to Lloyd's Register of Shipping.



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

The HP cylinder has been tested under hydraulic pressure to 20 Kgs p. cm^2 and on completion of the repairs the main Engines were tried under working Conditions & found satisfactory

Please see Copy of machy. Interim Certificate attached hereto

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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