

Change of Master

MON. 19 APR. 1921 No. 2969

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

(Received at London Office MON. 19 APR. 1921)

Date of writing Report 14th April 1921 When handed in at Local Office 14th April 1921 Port of Bordeaux

No. in Survey held at Rormant & Bordeaux Date, First Survey 21st March 21 Last Survey 9th April 1921

7498 on the Machinery of the Wood, Iron or Steel Le "NOUVEAU CONSEIL" Master L. Jestin

Gross Tonnage 310 Vessel built at Goole By whom G. & S. B. & Repg. Co. Ltd. When 1905 - 12

Net Tonnage 115 Engines made at St. Yax. By whom Cable & Co. Ltd. When 1905

Registered Horse Power 61 Boilers, when made (Main) 1905 (Donkey) 1905

No. of Main Boilers 1 Owners See. Les Affrètements Réunis, Port Bordeaux Voyage Risbon

No. of Donkey Boilers 1 Surveyed Afloat on Slipway Rormant

Team Pressure in Main Boilers 130

in Donkey Boilers 65

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 2809 Port Bordeaux

Particulars of Examination and Repairs (if any) MBS. Etc.

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.

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1</u>	<u>3, 20</u>	<u>LMC</u>
<u>SS. Hav. No. 3 - 10, 18</u>		<u>10, 18</u>
		<u>B33, 20</u>
		<u>T.S. N 3, 20</u>

Has 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? yes

Do. " Donkey " " " " yes

Where this was not done, state for what reasons? none

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 130 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? —

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes and of the Donkey Boiler? yes

Did the Surveyor examine the drain plugs of the Main Boilers? yes Bolt fitted from inside and of the Donkey Boiler? none fitted

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

Has screw shaft now been drawn and examined? not due Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 4.75 in

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Vessel placed on Slipway at Rormant.

Examined fastenings of Sea cocks & valves, outer end of Stern bush, Propeller and fastenings of same.

Examined main and Donkey Boilers Internally & Externally with Safety Valves, mountings, manholes, Sludge doors & plugs.

Now done for Wear and Tear:-

All Sea Connections overhauled. Bilge Injection Valve Spindle, nut, & gland Studs renewed. Stern gland repacked.

All boiler mountings overhauled, port safety valve cleaned up at spindle bearing.

The 3 bottom screws stays in port Chamber to Shell made tight, new washers & nuts fitted.

The Donkey boiler Combustion Chamber top and Shell were drilled out it was recommended that the boiler should not be used until the necessary repairs had been carried out to the Shell.

General Observations, Opinion, and Recommendation:— P.T.O.

The main boiler of this vessel is in my opinion in good condition eligible to remain as classed and to have record of MBS. 4-20

The donkey boiler not to be used until the necessary repairs have been carried out to the Shell.

Survey Fee (per Section 20) <u>MBS. Etc.</u> Est. <u>285.-</u>	Fees applied for <u>12.4. 19 21</u>
Special Damage or Repair Fee (if any) (per Section 25.) <u>Aut. (Cert. B.I.P.)</u> Est. <u>171.-</u>	Received by me, <u>12.4. 19 21</u>
Travelling Expenses (if chargeable) <u>0/189</u>	

John Gightan
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. APR. 22 1921

Assigned B.S. 4, 21 subject

Exp. D.K. Trear



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

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

B. due 3.21. now held. Dinky boiler
put out of use until repaired

It is submitted that
this vessel is eligible for
THE RECORD. B. 5.4.21 subject
to the dinky boiler not being
used until repaired

Lafayette D.B. full
19/4/21

Carried out to the upper part of Shell. The Safety Valve has
been removed.

Adjusted Safety valves of main boiler under Steam to 130 lbs.
per sq inch. washers areas follows:- P=6.2^{7/8} S. 8^{7/8}

Please See Copy of Interim (Cert. B 1 pr.) forwarded herewith

J.C.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Handwritten notes in the margin, including the word "Ship" and various illegible scribbles.

