

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report

22 MAR 1948

When handed in at Local Office

22 MAR 1948

Port of

London

No. in Survey held at

Tilbury

Date. First Survey

2-3-48

Last Survey

5-3-19 48

Reg. Book.

37979 on the Machinery of the Wood, Iron or Steel

S.S. "FRANCINE CLORE"

(No. of Visits) 2

Gross Tonnage

10634

Vessel built at

Portland Oregon

By whom

Kaiser Co Inc.

Year. Month.

Net Tonnage

6299

Engines made at

Synn Mass.

By whom

General Elec. Co.

When

1944

Nominal Horse Power

Boilers, when made (Main)

(Donkey)

When

No. of Main Boilers

Owners

British Oil Shipping Co

Owners' Address

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

No. of Donkey Boilers

Managers

Harrison, Hardy & Co Ltd

Port

London

Voyage

Steam Pressure in Main Boilers

If Surveyed Afloat or in Dry Dock

Dry Dock

(State name of Dock.)

in Donkey Boilers

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 assigned now expired

Machinery and Boiler Surveys (including date of N.B., if any)

100A1

(Class "bmt.")

9147

Examined 9.47

BS 9.47/500 lb.

TS, 8.47

Fitted for fuel

Barrington Petroleum

in bulk

Last Report No. Port

Particulars of Examination and Repairs (if any) DOCKING + PART LMC MS.

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.

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?

" " Donkey " " "

If not, state for what reasons

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

Present condition of funnel (f)

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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?

Has the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed?

If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the stern bush

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

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

All requirements as noted in Southampton Vlt 1356 remain to be dealt with. It was stated the Owner's Representative that the survey would be advanced when the vessel returned from the next voyage.

Now Done For DOCKING:- Vessel placed in dry dock; propeller, aft end of stern bush & all outside sea fastenings examined. Rope guard renewed.

Now Done For PART LMC MS. The windlass completely opened up and examined and found in good condition.

General Observations, Opinion, and Recommendation:—The machinery of this vessel so far as now

(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, BS 9.11, B&MS 9.11 *LMC 9.11 or *LMC 140 lb., FD, &c.)

seen, is in good condition and eligible in my opinion to retain the record "Examined 9.47" and to be closed with the record of LMC MS (with date) when the survey has been completed.

Survey Fee (per Section 29)

Special Damage or Repair Fee (if any)

(per Section 29.)

Travelling expenses (if chargeable)

Committee's Minute

Signed

Fees applied for

19

Received by me,

19

L. L. Mottis

Engineer Surveyor to Lloyd's Register of Shipping.

WED. 12 MAY 1948

Deposited As now



© 2021

Lloyd's Register Foundation

003409-003416-0291

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

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