

Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

[E] SAINT BERTRAND ex CHEMNITZ REPORT No.....

Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

ment to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and
 ing out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points
 in the endorsement."—Extract from Sub-Committee's Report, 24/6/92.)

~~REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH~~

This ex German vessel was built in 1929 to Germanischer classification, and classification with this Society is now
 ed. A plan of Scotch boiler has been examined and found such
 ht be accepted for a working pressure of 14.5 KG/CM² (206 lb.
 . in.) provided the boilers be examined internally and externally
 ound or placed in good condition, the scantlings be as shown on
 and the furnaces, combustion chamber plates and girder plates
 specially examined and found free from distortion.

No other plans are stated to be available.

The Nantes Surveyor has forwarded First Entry reports on
 machinery and the boilers. Particulars of the main shafting
 the Rule requirements except for the length of stern bush, but
 umping arrangements cannot be considered until a plan of
 ng Arrangements In Engine Room is forwarded for consideration.

The First Entry report on the boilers has been checked with
 ove mentioned plan and found to be in substantial agreement.

The vessel is still under survey for repairs and classification.

IT IS SUBMITTED the Nantes Surveyor be advised as follows:-

The particulars of the main shafting shown on his First Entry
 report are in order, it being concluded that the length of stern
 bush next to and supporting the propeller is about 68" and not 31"
 is reported, but this should be confirmed. *C. No. Sec NG. L. 15/6/48*

With regard to the boilers the Surveyor should be asked to
 confirm whether the furnaces, combustion chamber plates and
 girder plates were found to be free from distortion. *Yes. Sec NG. L. 15/6/48*

To enable the pumping arrangements to be considered, a plan
 of the Bilge, Ballast & Oil Fuel Systems In Engine Room should be
 made and forwarded to this Office at an early date. In this
 connection, his attention should be drawn to the fact that
 "Independent power pump direct suction" in the engine room bilge
 system are not the same as the "Suction connected to both main bilge
 pumps and auxiliary bilge pumps" and the information so far given
 in his First Entry report in this connection is not therefore complete.

A First Entry report on the electrical equipment is also
 required.

Lloyd's Register
 Foundation

9.6.48.