

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

(Received at London Office 3 SEP 1948)

Report... 1st September 1948... When handed in at Local Office... 19... Port of Nantes

Survey held at Saint-Mazaire Date. First Survey 16 July 1948 Last Survey 30 August 1948
(No. of Visits 32)

on the Machinery of the Wood, Iron or Steel 3/4 "Saint Bertrand" in "Chemnitz"
No. 5522 Vessel built at Vegesack By whom Bremer Vulkan Year. Month. When 1929 ?
3310 Engines made at Vegesack By whom Bremer Vulkan When 1929 ?
646 Boilers, when made (Main) 1929 (Donkey) No donkey boiler
Boilers 3 Owners C^{ie} Generale Transatlantique Owners' Address 6 rue Ober - Paris 7^e arr
Boilers 0 Managers (if not already recorded in Appendix to Register Book.)
Boilers 206.4 Port Marseille Voyage Pacific Trade
Boilers 1 If Surveyed Afloat or in Dry Dock Both No 1 & Mazaire Dock
(State name of Dock.)

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)
<u>Not classed yet</u>		
<u>1.45</u>		
		<u>T.S. 11-45 C.L</u>

Port No. _____ Port _____
of Examination and Repairs (if any) _____

When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates and initials of any letters respecting this case.

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.

Report made by anyone else? If so, by whom? No damage Report

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do you personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

For what reasons _____ What parts of the Boilers could not be thus thoroughly examined? _____

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? _____

Date of internal examination of each boiler: P.B. 16/2/48 C.B. 12/3/48 D.B. 4/5/48 Present condition of funnel(s) efficient

Did you examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 206.4 lbs

Did you examine the Safety Valves of the Donkey Boilers? No To what pressure were they afterwards adjusted under steam? /

Did you examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? /

Did you examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? /

Did you examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? /

Has the shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has the shaft been changed? No 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 23/1/48 & 30/8/48 State the wear down in the shaft 2.25 in

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

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

General Survey. Vessel placed in dry dock. Propeller and all outside fastenings examined. All nuts and connections opened, examined and renewed or repaired as necessary. Tail shaft drawn and examined. Shafting lifted, examined and found in good condition. Main Engine cylinders, valves, pistons, pistons & rods, valves and spindles, top and bottom ends, Bearings, crank & thrust shaft opened out or lifted, examined and repaired as necessary, including the reboring of the I.P. cylinder. Crank shaft lifted and returned. Other minor repairs done. Piston rings opened out, examined and all retention pistons renewed. Water & Rotor thoroughly cleaned out. Piston pumps, generators, steering engine, windlass & winches unshipped, opened and overhauled in shop in full view. Main and auxiliary condensers opened, cleaned and completely retubed and tested. All pipes, distribution boxes, cocks and valves unshipped, opened, overhauled as necessary and tested at W.P.x2. Electric circuits and equipment renewed, examined, renewed or repaired as necessary and tested. All tubes removed; boilers chipped, cleaned and examined externally and internally. Repairs done by electric welding. All tubes examined and 12 removed. All doors, cocks, valves and fittings tested.

Observations, Opinion, and Recommendation: The machinery of this vessel is now in good and satisfactory condition and, in my opinion, to be classed L.M.C. 8.48 with record for oil fuel 8.48.

LLOYD'S REGISTER OF SHIPPING

8, Rue Montyon 8
NANTES
Téléphone 316-35

Classification	121 000	Fees applied for	
to oil fuel burning	22 000	31/8 1948	
Registration Fee (if any)	22 000		
Survey Fee	9 000	Received by me,	
Expenses (if chargeable)	17 000	19	

Surveyor's Minute FRI. 5 NOV 1948

L.M.C. 8.48
8.48 C.L

Engineer Surveyor to Lloyd's Register of Shipping. 

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

mountings opened examined and renewed, or overhauled as necessary.

Boilers tested hydraulically at 216^{lbs} and under steam, safety valves readjusted.
Conversion for oil fuel burning executed as per approved plans.

Funnel, when top had been shortened during the war, relengthened to its original

All machinery tested after repairs under working conditions. Spare gear unsized and for

Trial trip made on the 7th & 8th August, off St. Nazaire, by a violent storm.

Damage Survey - The vessel entering in the Port of St. Nazaire, on the 8th August,
was driven against a dolphin and sustained damages -

Found - Blade ends of brass propeller in place deformed.

Recommended and How done - Vessel placed in dry-dock. - Brass propeller unshipped, found
reshipped as spare propeller. Tail shaft drawn in, examined and found in good condition.
Spare propeller put in place. - 2 hours test at quay under working conditions.

J. J. B. [Signature]

LLOYD'S REGISTER
8, Rue de la
NANT
Téléphone 1.2



© 2020

Lloyd's Register
Foundation