

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

DEC 14 1939

(Received at London Office)

Date of writing Report 9<sup>th</sup> Dec. 1939 When handed in at Local Office 9<sup>th</sup> Dec. 1939 Port of Harve  
 No. in Reg. Book. 06510 Survey held at Cherbourg Date, First Survey 9<sup>th</sup> Nov. Last Survey 29<sup>th</sup> Nov. 1939  
 on the Machinery of the Wood, Iron or Steel "COTENTIN" (No. of Visits 3)  
 Tonnage { Gross 243 Vessel built at Newcastle By whom Hawthorn Leslie & Co. Ltd When 1934  
 Net 112 Engines made at Yeovil By whom Peters. Ltd When 1934  
 Nominal Horse Power { 109 Boilers, when made (Main) (Donkey) ✓  
 No. of Main Boilers ✓ Owners Soc. Cherbourgeoise de Cabotage Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers ✓ Managers de Cabotage Port Cherbourg Voyage Coasting  
 Steam Pressure— in Main Boilers ✓ If Surveyed Afloat & in Dry Dock Both Cherbourg  
 in Donkey Boilers ✓ (State name of Dock.)

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

CHARACTER. X 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).
+ 100 A.I. 5-39		+ L.M.C
Coasting G <sup>6</sup> Britain		3-38
& Ireland &		T.S. (new) 5-39
Continent. Best Hamburg		
S.S. Reg. 701-38.		

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Machy Repairs & New T.S.

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 date, 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 Yes. to owners not required.

As a damage report made by anyone else? If so, by whom? Underwriters Surveyor.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? \_\_\_\_\_

" " Donkey " " " "

this was not done, 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? \_\_\_\_\_

What latest date of internal examination of each boiler? \_\_\_\_\_

Present condition of funnel(s) \_\_\_\_\_

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? No

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? Yes. If so, state reasons: Shaft bent.

Has the shaft now fitted been previously used? No Has it a continuous liner? No

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

What date of examination of Screw Shaft Nov. 1939 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Stern bush renewed.

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

Is electric light and/or power fitted? \_\_\_\_\_

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

Vessel Surveyed in dry dock for Damage stated due to striking a submerged object on the 5<sup>th</sup> Nov. 1939. (Voyage Harve - Cherbourg)

Upon examination the following Damage was found:

The blade of the 4 blade C.I. propeller fractured close to boss. Screw Shaft bent fastening studs of Stern tube torn away.

Now done for Damages:

Stern bush renewed. New Screw Shaft (marks on same LLOYDS. N<sup>o</sup> 551. 18-2.39. O.J.T.) fitted with new propeller.

Crank Shaft & Thrust Shaft with main bearing brasses & Thrust block examined. Alignment of Shafting Verified.

all cylinders with liners & cylinder heads. Connecting Rods with top & bottom end brasses, fuel pumps & Cam Shaft examined.

General Observations, Opinion, and Recommendation:—

P.E.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 S.L.M.C. 140 lb., F.D., &c.)

The machinery of this Vessel is eligible in my opinion to remain as classed with the notation I.S. (new) 11-39 in the Register Book, and to have the notation + L.M.C (M) 11-39 when the modified Survey has been completed.

Fee (per Section 29) £ \_\_\_\_\_

FRCA.

Fees applied for

Damage or Repair Fee (if any) £ \_\_\_\_\_

750.

7-12. 1939

Printing expenses (if chargeable) £ \_\_\_\_\_

900.

Fr. 1650.

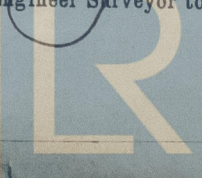
Committee's Minute

FRI. 5 JAN 1940

Signed

As now

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

00714-00721-0240



all Sea Cocks & Valves opened out and examined.  
Main Engines tried under Working Conditions on Completion of Repairs  
& found Satisfactory.

The parts of the Machinery now examined may be considered as  
Part of the modified Survey due 3-40.

To Complete the modified Survey the following remains to be done:

Auxiliary Machinery to be examined.

Air Compressor, Air receivers, pipes & fittings to be examined.

Fuel tanks, with fittings & Connections to be examined.

Copy of Machy. Interim Certificate Attached hereto.

J.M.



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