

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

(Received at London Office **MAY 20 1939**)

Date of writing Report 19<sup>th</sup> May 1939 When handed in at Local Office 19<sup>th</sup> May 1939 Port of Harve  
 No. in Reg. Book. Survey held at Harve Date, First Survey 10<sup>th</sup> May Last Survey 16<sup>th</sup> May 1939  
 56598 on the Machinery of the Wood, Iron or Steel Sc<sup>h</sup> "COTENTIN" (No. of Visits 3)

Tonnage { Gross 250 Vessel built at Newcastle By whom Hawthorn Leslie & Co<sup>rs</sup> Ltd When 1934-1  
 Net 117 Engines made at Yeovie By whom Petters & Co 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 Cabotage Port Cherbourg Voyage Cherbourg  
 Steam Pressure in Main Boilers - If Surveyed Afloat & in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers - Harve Dry dock.

Last Report No. Port  
 Particulars of Examination and Repairs (if any) new screw shaft new propeller

(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.)

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 this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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(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 manhole covers and their fastenings of the Main Boilers? , and of the Donkey Boilers? ✓

Did the Surveyor examine the drainings 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 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? ✓

Has shaft now been changed? Yes. If so, state reasons Fitting of new propeller, adjusted to a new shaft.

Has the shaft now fitted been previously used? No Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft 10-5-39. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 6/10<sup>th</sup> in

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

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

Vessel examined in dry dock

All Sea Cocks & Valves opened out & examined.

New propeller (Solid C.I., 4 blades) fitted with new Screw Shaft. (Forging Report. Harve No. 521) Stern bush & Stern gland bushes renewed.

Fit of new screw shaft in new Propeller verified & found satisfactory.

Alignment of Shafting verified, and found satisfactory.

On Completion of Repairs Main Engines tried under Working Conditions

Satisfactory.

Copy of machy Interim Certificate attached hereto.

General Observations, Opinion, and Recommendation:—

(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, E.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is eligible in my opinion to remain as classed

and to have fresh record of Survey. T.S. seen. N. 5-39.

CS 2,34,

Survey Fee (per Section 20) £ 200- Fees applied for 16-5-1939

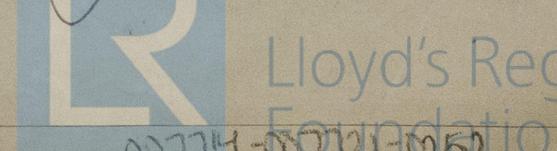
Special Damage or Repair Fee (if any) (per Section 20.) £ 25- to: 225-

Travelling expenses (if chargeable) £ 25- Received by me, 19

Committee's Minute FRI 2 JUN 1939

Assigned As now

L. M. C. 2020  
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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