

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

(Received at London Office

10 APR 1947)

Date of writing Report 7/4/47. 19. When handed in at Local Office 19.

Port of ALGIERS (N.A.)

No. in Survey held at Algiers (N.A.) Date. First Survey 1/4/47 Last Survey 7/4/47 19.  
 Reg. Book. 88043 on the Machinery of the ~~W668XXXX~~ Steel Screw Steam Tanker "MILIANA" (ex. Empire Bute) (No. of Visits Five)

Tonnage { Gross 813 Vessel built at Glasgow By whom A. & J. Inglis, Ltd. When 1944 12 mo.  
 Net 334 Engines made at Clydebank By whom Aitchison, Blair, Ltd. When 1944  
 Nominal Horse Power MN 144 Boilers, when made (Main) 1944 (Donkey) =  
 No. of Main Boilers 1 Owners Soc. Algerienne de Nav. pour l'Afrique du Nord Owners' Address =  
 No. of Donkey Boilers = Managers (Ch. Schiaffino & Cie) (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 190 Port ALGER Voyage S. French Ports.  
 in Donkey Boilers = If Surveyed Afloat or in Dry Dock Afloat and in Dry dock.  
 (State name of Dock.) No. 1 Graving Dock.

Last Report No. Port

## Particulars of Examination and Repairs (if any) SCREW SHAFT AND BOILER SURVEYS.

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? yes

" " 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 2/4/47

Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 190 lbs.

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? yes, 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? yes, and of the Donkey Boilers? =

Has the screw shaft now been drawn and examined? yes Has it a continuous liner? yes 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 1/4/47 State the wear down in the stern bush 2.7 mm. Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? general

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 Complete.

This vessel was visited at the request of the Owners to carry out the above surveys.

N O W D O N E :- Vessel placed in drydock. Propeller, stern bush, seaconnections and their fastenings examined. Screw Shaft (CL) drawn and examined.

MAIN BOILER:- opened up, cleaned internally and externally, mountings opened up, cleaned and put back

in good order. Boiler also seen under steam and safety valves adjusted to the above pressure.

Oil fuel burning plant examined under working conditions.

Electrical equipment examined generally.

Main engines and auxiliaries examined under working conditions with satisfactory results.

REPAIRS :- General overhaul and adjustments to Main Engines and Auxiliaries.

Grids and fastenings renewed of Pump Room injections (P&amp;S.)

Copy of Interim Certificate, issued 7/4/47, accompanies this Report.

## 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, BS 9,11, B&MS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &c.) CS 3,34,

This vessel's machinery is in good and efficient condition and eligible, in my opinion, to remain as now classed, with the notation "Tail Shaft (CL) seen 4/47".

Survey Fee (per Section 29) £ 6552.-France. Fees applied for

Will be collected at Algiers. 19.

Special Damage or Repair Fee (if any) £ : : (per Section 29.)

Received by me, 19.

Travelling expenses (if chargeable) £ : :

Committee's Minute

Assigned As now

S. 4,47 BS 4,47

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

007881-007882-0023