

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

(Received at London Office)

Date of writing Report 2nd Dec 1950 When handed in at Local Office 2nd Dec 1950 Port of BordeauxNo in Reg. Book. Survey held at Coumay-Charente Date. First Survey 1st Dec 1950 Last Survey 1st Dec 1950 No. of Visits 159536 on the Machinery of the Wood, Iron or Steel Sc. M/V "FEROCIA"Gross 400 Vessel built at Taxhol By whom N.V. Schipwer Vooruitgang When 1947 Month 7Net 252 Engines made at Amsterdam By whom Werkspoor N.V. When 1947Nominal Horse Power 78 MN Boilers, when made (Main) (Donkey)Owners C. Minnaar Owners' Address (if not already recorded in Appendix to Register Book.)Port Oversee Voyage RotterdamManagers (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).If Surveyed Afloat or in Dry Dock Afloat at Coumay-Charente

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)

+ 100 A.I. 1.50 + I.M.C. 7.47

1 DK. 4achy + I.M.C. (M) 1.50

aft. Partly O.G. N. 12.48

Electrically welded Oil engines

Cruiser stern 4 S.C. S.A.

Cargo battens not fitted.

Master Not required

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? Present condition of funnel(s)

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

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? 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? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? 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. State the wear down in the

stern bush. 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?

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.

Now done. Vessel afloat. Main motor examined under working

condition & found the tail shaft stern gland slightly leaking (salt

water) & the grease going out from gland mixed with small

particles of bronze & steel coming from oil retaining apparatus

and/or propeller shaft & bearings.

No repair being possible at Coumay-Charente, it was

recommended to the Master that the tail shaft should be exa-

mined & dealt with as necessary and the vessel, in my opinion

can proceed from Coumay-Charente to Rotterdam.

Please refer to copies of Interim Certificate B1. & Ltr 4

forwarded herewith.

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 110 lb., FD, &c.)

CS 3.34

The machinery of this vessel, as far as now seen, is in safe working con-

dition & eligible in my opinion, to remain as classed without fresh

record of survey, subject to the tail shaft being examined & dealt

with on the vessel's arrival at Rotterdam this present voyage.

Survey Fee (per Section 29) £ : : Fees applied for

Special Damage or Repair Fee (if any) per 1.500 2nd Dec 1950 P.H.

(per Section 29.) per 2975 Received by me,

Travelling expenses (if chargeable) per 1475 19

Committee's Minute 29 DEC 1950

Assigned

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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