

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

(Received at London Office)

MAY 20 1940

Date of writing Report 17.5.40. When handed in at Local Office 17.5.40. Port of HAVRE
 No. in Survey held at HAVRE Date, First Survey 8TH APRIL Last Survey 7TH MAY 1940.
 g. Book. (No. of Visits 8)

9689. on the Machinery of the Wood, Iron or Steel TWIN Sc. "MEXPHALTE"
 Displacement } Gross 2578. Vessel built at Sunderland By whom Sir J. Laing & Sons Ltd. Year. Month. When 1928. 11.
 Net 954. Engines made at Sunderland By whom G. Clark, Ltd When 1928.
 Nominal Horse Power 234. Boilers, when made (Main) 1928 (Donkey) -
 No. of Main Boilers 2. 5B. Owners Soc. Anon. Francaise des Petroles Shell Owners' Address Port Algiers
 No. of Donkey Boilers - Managers - Voyage ✓
 Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Both (State name of Dock.) HAV. N° 4.
 No. of Donkey Boilers -

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 CHARACTERS: for Special Survey Date of last Survey and of Periodical Surveys. 100 A 1. Machinery and Boiler Surveys (including date of N.B., if any). LMC.
9.39. 12.36.
SS BKN. N° 2 - 37. BS. 9.39.
CL. 4.38.

Particulars of Examination and Repairs (if any) MECH. REPR. SAFETY VALVES.
 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.
 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 NOT REQUIRED.

Has a damage report made by anyone else? If so, by whom? MON. LEROY for Underwriters.
 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?
 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? YES. To what pressure were they afterwards adjusted under steam? 180 lbs. a.
 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 Boilers?
 Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers?

P.S. Is screw shaft now been drawn and examined? YES Is it fitted with continuous liner? YES. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?
 Is shaft now been changed? YES. If so, state reasons BRASS LINER CRACKED AT FUSION JOINTS
 Is the shaft now fitted been previously used? NO. Has it a continuous liner? YES. 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 18/20-4-40. State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft P. 2 M/M. S. 2 M/M.
 Engine parts, when referred to by numbers, should be counted from foreward. Is electric light and/or power fitted?
 So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?
 Was 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 COMPLETE:-

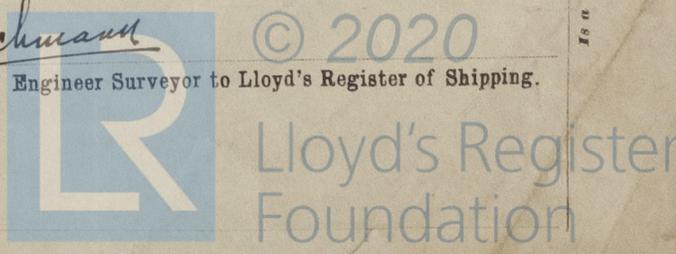
This vessel is reported to have sustained damage by grounding near Toulon in October 1939.
Vessel placed in drydock. Propellers, & shaft brackets examined.
WORK DONE:- Three blades of P & S bronze propellers (3 blades each) more or less slightly bent at tips now faired in place as far as practicable. One blade of P. propeller slightly cracked in two places welded. One blade of S. propeller slightly cracked in one place, welded.
On account of excessive wear in the port shaft bracket bush, port shaft drawn in & examined. The brass liner was found to have cracked at fusion welded joints & has been sent to repair works for removal & examination of shaft. Alignment of shaft bracket verified & the bracket bush completely rewooded. A new spare shaft with continuous brass liner fitted in place. Fit of shaft in propeller examined & found satisfactory. Marks on shaft now fitted.

General Observations, Opinion, and Recommendation:— P.T.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, 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 & to have record of port tail shaft seen PN. CL. 5.40.

Survey Fee (per Section 29) Melby Fees: 300 } Fees applied for 17.5.40. 19
 Special Damage or Repair Fee (if any) (per Section 29) Fees: 700 } Fcs. 1090.
 Travelling expenses (if chargeable) £: 75 } Received by me, 19

P. Brechmann
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute As now
 Assigned



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

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

- STEEL TWIN SC. "MEXPHALTE" -

as follows:- R 2.5.36. J.M.G.

All sea connections opened out, examined with fastenings & found satisfactory.
P. & S. MP. spindles removed, lightly skimmed & new brass bushes fitted.
The MP valves & loose faces of port & starboard main engines (Martin Andrew type) & saddle pieces sent to works, faced up, adjusted & refitted in good order.
Wear pump. General service pump & circulating pump generally overhauled & minor repairs carried out. Main engine pumps generally overhauled.

On completion of repairs the Main & Auxiliary machinery examined under working conditions at slow to half speeds ahead & astern, & found satisfactory.

The safety valves & spindles of the port & starboard boilers renewed at owners request & the safety valves of both boilers adjusted under W.P. of 180 lbs² steam & found satisfactory.

INTERIM CERTIFICATE:- Now issued as per copy attached hereto.



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