

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

(Received at London Office

28 JAN 1937

Date of writing Report 25. 1. 1937 When handed in at Local Office 25. 1. 37 Port of Marseilles

No. in Reg. Book. Survey held at Marseilles Date, First Survey 22. 10. 36 Last Survey 1. 1. 1937

70158 on the Machinery of the Wood, Iron or Steel S.S. "SAINTE BERNADETTE" (No. of Visits 26)

Tonnage Gross 1596 Net 955 Vessel built at Paisley By whom J. Fullerton & Co When 1924 - 7

Nominal Horse Power 226 Engines made at Glasgow By whom Ross & Duncan When - do -

No. of Main Boilers 2 Boilers, when made (Main) 1925 (Donkey) ✓

No. of Donkey Boilers 1 Owners G. Montepore & V. d'Anchard Managers G. Montepore

Boiler Pressure in Main Boilers 180 Owners' Address (if not already recorded in Appendix to Register Book.) Port Tunis Voyage Tunis

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock (State name of Dock.) yes Marseilles

Last Report No. Port E.B. Repairs

Particulars of Examination and Repairs (if any) Repairs

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 part.

30. 7. 36, 7. 11. 36, 5. 1. 12. 36

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 " " " " ✓

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 (1) Good

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? ✓ Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft vessel afloat

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

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

How done:-

The main injection pipe disconnected, examined & tested by hydraulic pressure to 10kgs & found satisfactory.

Repairs - Wear & Tear

H.P. ahead & astern eccentric straps, bottom halves - Re-metalled.

L.P. ahead eccentric straps, bottom half - Re-metalled.

M.P. valve Rod Renewed, worn at gland

Forging Report herewith attached

Markp verified & found correct

H.P. piston valve Rings - Renewed.

Starboard Boiler

107 plain tubes removed, cropped & part renewed by.

General Observations, Opinion, and Recommendation: The machinery of this vessel (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, E.S. 9,11, E.A.M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.) as far as now seen is in good & efficient condition & eligible in my opinion to remain as now classed.

Survey Fee (per Section 29) £ 650.- Fees applied for 19. 1. 37

Special Damage or Repair Fee (if any) (per Section 29.) £ 226.- Received by me 20. 1. 37

Travelling expenses (if chargeable) £ 226.-

Committee's Minute FRI 12 FEB 1937

Assigned As now

W. H. W. Aggott
Engineer Surveyor to Lloyd's Register of Shipping.

FRI 27 AUG 1937
FRI 3 SEP 1937

Lloyd's Register Foundation

008641-008647-0225

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

S.S. "SAINTE BERNADETTE"

Oxygen acetylene welding
Port Bailer:-

118 plain tubes removed, cropped & part renewed by oxygen acetylene welding.

The welding of tubes examined found satisfactory. Bailer examined under steam on completion of repairs & found satisfactory.

W. H. W.