

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

(Received at London Office)

13 JAN 1953

Writing Report 19th Jan. 1953 When handed in at Local Office 19th Jan. 1953 Port of DUNKIRK

Survey held at Dunkirk Date. First Survey 25th Nov. Last Survey 19th Dec. 1952
(No. of Visits 12)

on the Machinery of the Wood, Iron or Steel French S.S. "MATELOTS PILLIEN & PEYRAT"

Gross Tonnage 7058 T. Vessel built at SUNDERLAND By whom SHORT BROS. LD. Year. Month. When 1943 5

Net Tonnage 4873 T. Engines made at Newcastle By whom R. B. Marine Eng Co. Ltd When

Boilers, when made (Main) (Donkey)

Owners. Cie Havraise de Navigation Owners' Address (if not already recorded in Appendix to Register Book.)

Managers. à Vap. (I. CORBLET & Cie) Port Marseilles Voyage Ghent Le Havre &

If Surveyed Afloat or in Dry Dock Afloat & in Drydock
Boilers 220 Ib. (State name of Dock.) Quais Freycinet 1 & 8 and Drydock.-

Boilers 3 (Spt)

Port No. 4345 Port DUNKIRK

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 A1 with freeboard 11.5.52 B.S. 11.9.52
S.S. Msl. 5.48 T.S. CL. 2.50

Fitted for oil fuel Cruiser stern Cargo battens not fitted.-

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

Port made by anyone else? If so, by whom?

personally go inside each Main Boiler separately and make a through examination at this time?

What parts of the Boilers could not be thus thoroughly examined?

Reasons, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Present condition of funnel(s)

To what pressure were they afterwards adjusted under steam?

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and of the Donkey Boilers?

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Has it a continuous liner? Yes No

Has the shaft now fitted been previously used? Has it a continuous liner?

State date of examination of Screw Shaft. End Nov. 52 State the wear down in the

Is electric light and/or power fitted? Electric light.- If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

Resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

complete, state what arrangements have been made for its completion and what remains to be done.

To complete the Survey for fresh record of L.M.C. 9.52, the following parts remain to be renewed within a new 3 months delay:

circulating pump impeller casing together with suction and exhaust pipes: (to be fitted on return of present voyage).-

intermediate shaft roller bearing.- (Please refer to letter addressed to Owners dated 23rd December 1952, copy herewith).-

Examined sea connections and fastenings, steam engine of main circulating pump, general feed water pump, both independant feed water pumps, fresh water pump, evaporator, feed water heater, water filters, both dynamos steam engines, oil fuel pumps and oil fuel heaters, oil fuel transfer pump, refrigerating compressor.-

Examined intermediate shafting, tail shaft and propeller.-

P.T.O.../...

Observations, Opinion, and Recommendation:—

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 what 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 140 lb., FD, &c.)

Recommended that a new record of: L.M.C. (9.52) and T.S. (with date)

made in the Register Book in the case of this vessel, subject to: (Stator of Circulating turbine and its suction and exhaust pipes,) be renewed within (3 months delay.-

No. 2 Intermediate shaft bearing

Fr. 31,500,- Fees applied for M.A. & C.B.

Fr. 7,500,- Fr. 50,000,-

Repair Fee (if any) Fr. 7,000,- Received by me,

Sund. 14.12.52 Fr. 4,000,-

(if chargeable)

TUES. 10 FEB 1953

See Int. 28104

Engineer Surveyor to Lloyd's Register of Shipping.

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

Lloyd's Register Foundation

008831-008838-0019

REPAIRS (Wear & Tear).-

-Main Condenser:-

{Aft water end cover and division plate : -Renewed.-
(badly corroded).-

-Steam Engine of the main circulating pump.-

-Anormal set at cylinder and slide valve liners.- : -Cylinder and slide valve liners rectified.-
: Piston and slide valve renewed.-
-Piston rod scratched.- : -Rectified and stuffing box renewed.-
-Slide valve rods badly worn out and scratched.- : -Renewed and stuffing boxes put in order.-
-Crank shaft journals ovalised and scratched.- : -Crankshaft & connecting rod bottom end journals
: rectified, corresponding bearings re-metalled.-

-General Service pump.-

-Piston & slide valve rings worn out.- : -Renewed.-

-Forward independent feed water pump.-

-Steam and water piston rings worn out : -Renewed.-
-Slide valve liner ovalised and scratched.- : -Rectified and slide valve renewed.-

-After independent feed water pump.-

{Steam and water piston rings worn out : -Renewed.-
-Slide valve liner ovalised and scratched.- : -Rectified and slide valve renewed.-
-Water piston rod badly worn out and scratched.- : -Rectified and stuffing box put in order.-

-Fresh Water pump.-

Slide valve liner badly scratched.- : -Rectified and slide valve renewed.-
-Steam and water piston rings worn out. : -Renewed.-
-Steam and water piston rods badly worn out and scratched.- : -Renewed and stuffing box put in order.-

-Evaporator.-

-Pipe coils.- : -Annealed and hydraulic tested at the
: pressure of 25Kg/cm².- Satisfactory.-

-Upper oil fuel pump.-

-Steam and oil fuel piston rings worn out.- : -Renewed.-

-Lower oil fuel pump.-

-Steam and oil fuel piston rings worn out.- : -Renewed.-
-Steam piston rods scratched.- : -Rectified and stuffing box renewed.-

-Oil fuel transfer pump.-

-Steam and oil fuel piston rings worn out.- : -Renewed.-

-Steering Engine.-

-All piston rings worn out.- : -Renewed.-
-Oil pump connecting rod broken.- : -Renewed.-

-Refrigerating compressor.-

-Crank shaft & connecting rods journals badly scratched.- : -Crack shaft journals rectified and bronze
: bearing bushes renewed.-
: Connecting rods bottom end journals rectified
: and bearings re-metalled.-
-Piston rings worn out.- : -Renewed.-

-Main Sea discharge pipe.-

-No cofferdam existing between after engine room bulkhead and sea connection box.- : -Cofferdam fitted in accordance with Committee
: Circular n° 1978 of the 8th January 1952.-
: (L. 74cm. - B. 60cm. H. 86cm.)

-Intermediate Shafting.-

-All roller bearings (6) examined and found in good condition, except : -N° 2 roller bearings half lower outer race put
: at upper place, and vice versa,
-n°2 roller bearing: Inner race and half lower outer race badly worn out : in accordance with indications given by
: "COOPER ROLLER BEARINGS" & Co" Engineer
and rollers flaked at ends.- : especially come at Dunkirk.-
: Intermediate shafts re-aligned.-

-TAIL SHAFT (C.L.) and PROPELLER.-

Continuous liner in good condition.- : -Lignum vitae renewed as necessary with 1mm. set
Important set at lignum vitae (5mm).-

On completion of Survey tried Engine under working condition at ahead and astern slow Speed only, according to Harbour regulations (Max. 30 R.P.M.) - Satisfactory.-

Certificate B1 issued as per copy herewith attached.-