

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

(Received at London Office)

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"

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

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

Boilers, when made (Main) (Donkey)

Boilers 3 (Spt) 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 Quai Freycinet 1 & 8 and Drydock.

Boilers 220 lb.

Port No. 4345 Port DUNKIRK

Reasons of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on (the cause of which must be stated) should be separated from Repairs due to other causes; and besides the body of the report, should be briefly summarised at the end of the report. State also the dates and letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he offered his this purpose, and why they were declined.

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

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

Donkey

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

In the absence of internal examination, were adopted by the himself of the thorough efficiency of those parts of each Boiler?

Internal examination of each boiler Present condition of funnel(s).

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

Examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Retaining appliance fitted at the after end? State date of examination of Screw Shaft. End Nov. 52 State the wear down in the

5mm. 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:

Fitted on return of present voyage).

Intermediate shaft roller bearing.

Please refer to letter addressed to Owners dated 23rd December 1952, copy herewith).

Examinations sea connections and fastenings, steam engine of main circulating pump, general

ice 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.

Examinations 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

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:

and L.M.C. (9.52)

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

No 2 Intermediate shaft bearing (3 months delay.)

Repair Fee (if any) Fr. 31,500,- Fr. 50,000,-

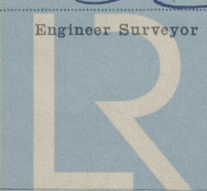
Sund. 14.12.52 Fr. 7,000,-

es (if chargeable) Fr. 4,000,-

TUES. 10 FEB 1953

See Int. 28104

008831-008838-0019

Lloyd's Register
Foundation

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 : -Cylinder and slide valve liners rectified.-
liners.- : Piston and slide valve renewed.-
Piston rod scratched.- : -Rectified and stuffing box renewed.-
Slide valve rods badly worn out and : -Renewed and stuffing boxes put in order.-
scratched.- :
Crank shaft journals ovalised and : -Crankshaft & connecting rod bottom end journals
scratched.- : 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 : -Rectified and slide valve renewed.-
scratched.- :
Water piston rod badly worn out and : -Rectified and stuffing box put in order.-
scratched.- :
:

-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 : -Renewed and stuffing box put in order.-
worn out and scratched.- :
:

-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 : -Renewed.-
out.- :

-Lower oil fuel pump.-

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

-Oil fuel transfer pump.-

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

-Steering Engine.-

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

-Refrigerating compressor.-

Crank shaft & connecting rods journals : -Crank shaft journals rectified and bronze
badly scratched.- : 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 : -Cofferdam fitted in accordance with Committee
engine room bulkhead and sea connection : Circular n° 1978 of the 8th January 1952.-
box.- : (L. 74cm. - B. 60cm. H. 86cm.)

-Intermediate Shafting.-

All roller bearings (6) examined and : -N° 2 roller bearings half lower outer race put
found in good condition, except : at upper place, and vice versa,
n°2 roller bearing: Inner race and : in accordance with indications given by
half lower outer race badly worn out : "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.-