

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

(Received at London Office 5-DEC-1952)

Date of writing Report 4th December 52 When handed in at Local Office 4th Dec. 1952 Port of DUNKIRK

Survey held at Dunkirk Date 12.8.52 First Survey 12.8.52 Last Survey 6.9.52 (No. of Visits 16)

on the Machinery of the Wood, Iron or Steel French S.S. "MATELOTS PILLIEN & PEYRAT" Year 1943 Month 5

Gross 7058 Vessel built at Sunderland By whom Short Bros. Ltd. When 1943  
Net 4873 Engines made at - By whom - When -  
Boilers, when made (Main) - (Donkey) -  
Main Boilers 3 SB (Spt) Owners Cie Havraise de Navigation à Vapeur - L. CORBLET & Cie. Owners' Address -  
Managers - (if not already recorded in Appendix to Register Book.)  
Port Marseilles Voyage Ghent & Havre

Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
Pressure 220 lbs (State name of Dock.) Freycinet 9

Donkey Boilers - Report No. - Port -

Particulars of Examination and Repairs (if any)  
Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 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.

Where 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.

Has a special damage report been made by anyone else? If so, by whom? -

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? -

State for what reasons - What parts of the Boilers could not be thus thoroughly examined? -

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? -

What is the latest date of internal examination of each boiler? - Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 Lbs

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? Yes and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? Not fitted and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has the 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? -

When parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space. B.S.9.52 Complete

If the Survey is not 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 examined: propeller, sea connections and their fastenings, intermediate shafting, main circulating pump steam engine, general service pump, both independant feed water pumps, (evaporator, feed water heater), oil fuel pumps, oil fuel transfer pump, and the following repairs carried out: Main circulating pump, impeller casing to be renewed, main condenser aft water end cover and division plate to be renewed.

It is stated that this will be done on vessel's return to France within a period of 3 months.

It is submitted that the examination of HP cylinder and piston at Dunkirk, March 52 pt. N° 4.302 may be noted towards L.M.C.-

NOW DONE. - Examined all main engine cylinders and pistons (except H.P.) slide and Piston valves, crank and Thrust shafts, pumps and auxiliaries (except steam engine of Main Circulating pump, general service pump, both independant feed water pumps, oil fuel pumps, oil fuel transfer pump, evaporator, feed water heater). -

umping arrangements and condenser. -

The main Boilers examined internally and externally together with their mountings and superheaters and safety valves adjusted as stated above. P.T.O.../...

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 140 lb., FD, &c.)

CS 3,34 The Machinery of this vessel is eligible in our opinion to remain as classed with fresh record of B.S. 9.52- The record of L.M.C. 9.52 being deferred for completion and repairs within a period of 3 months. -

Survey Fee (per Section 23) Fr. £15.000 Fees applied for 3rd. 12. 19. 52  
Att. Fees (Sunday 31st Aug. 52) 7.000 M.A. & C.B.  
Special Damage or Repair Fee (if any) £  
and part of (per Section 23) £  
Receiving expenses (if chargeable) Fr. £ 12.500 Received by me, -

Committee's Minute THU 18 DEC 1952

signed Deferred for comp. MS

BS 9.52



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

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

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All main steam pipes (and auxiliaries over 3" bore) examined and tested hydraulic to double the working pressure.-

Electrical Equipment examined and tested as required by the rules.-

REPAIRS (Wear & Tear).-

-FUNNEL.- Found badly corroded, particularly at bottom & top parts and partly holed.- : -Funnel renewed and casing fitted.-  
: Satisfactory.-

MAIN ENGINE.-

-Anormal lateral set at M.P. & L.P. slide valves.- : -Set reduced by fitting of cast iron strips.-

-L.P. crank journal scratched and slightly ovalised.- : -Rectified.-  
: Connecting rod bottom end brasses refitted with new metal.-

-Circulating pump.-

-Water part: examined after dismounting:- : - Shaft filled up by welding and  
-Shaft badly scratched and upper and lower half stators of water turbine badly graphited : rectified.-  
: Stuffing boxes renewed.-

-Main Condenser.-

-Port lower stay of tube plates broken.- : -Renewed.-

-Water ballast pump.-

-Water part.- Liner badly scratched and ovalised: 2,5mm. set.- : -Renewed.-  
Piston scratched.- :  
Piston rod badly worn out and scratched.- : -Piston rectified and rings renewed.-  
Suction and delivery valves scratched.- : -Renewed and stuffing box put in order.-  
: -Rectified.-

-Steam part.-

Liner scratched.- : -Rectified and piston renewed.-  
Piston rod scratched.- : -rectified and stuffing box put in order.-

-Burning ventilator and its fan trunk.-

-Steam part of ventilator.-Piston grooves more or less scratched.- : -Piston grooves rectified and piston rings renewed.-

-Slide valve rod scratched.- : -Filled up by welding and rectified.-

-White metal of after shaft bearing partly broken.- : -Renewed.-

-Safety valve spring worn out.- : -Renewed.-

-Fan trunk:

Top plate of trunk in front of Centre Boiler badly corroded and holed.- : -Plate of 3m. x 0,60m. x 4mm. renewed.-

Certificate B1 issued as per copy herewith attached.-

P.S.- Owners state that the surveys as above will be complete on vessel's return to France, early part of December 1952.-

*H. Adam*



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Foundation