

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

(Received at London Office

28 FEB 1945

Date of writing Report 27th June 1942 When handed in at Local Office 30.6 1942 Port of MARSEILLES
 No. in Reg. Book 21153 Survey held at MARSEILLES Date First Survey 6-6-42 Last Survey 16-6-1942
 on the Machinery of the Wood, Iron or Steel S/S "BOUCARONI" (No. of Visits 5)
 Tonnage { Gross 3050 Vessel built at Dunderland By whom J. Blumer & Co. When 1919-1
 Net 1913 Engines Made at do. By whom J. Nickinson & Son Ltd.
 Nominal Horse Power 540 Boilers, when made (Main) 1919 (Donkey) -
 No. of Main Boilers 2 Owners Cie. France Navigation S.A. Owners' Address Port Bouen Voayge -
 No. of Donkey Boilers - Managers Chargéur Reunis (if not already recorded in Appendix to Register Book).
 Steam Pressure in Main Boilers 180 lbs. # Surveyed Afloat or in Dry Dock City dry dock and Port Bouen
 in Donkey Boilers - (State name of Dock). Mrs. Berth Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Last Report No. - Port -

Particulars of Examination and Repairs (if any) BS + TS + 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 case.

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

If this 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 Both boilers 10-6-42

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 180 lbs/sq.

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?

Has the 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?

Has shaft now been changed? No 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 6-6-42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3.5 in.

Engine parts, when referred to by numbers, should be counted from forward.

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?

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

NOW DONE:- Tether placed in drydock; propeller, propeller shaft, stern bush and outside fastenings of sea connections examined. Propeller nut renewed.

BS:- Boilers examined throughout together with all mountings, manholes, etc.. Mountings overhauled. Safety valves of both boilers afterwards adjusted under steam to the pressure as noted above.

REPAIRS:- Hd. boiler: grooving at forward end plate flange in way of centre furnace and at bottle neck of centre furnace cut out and built up with F.W.

General Observations, Opinion, and Recommendation:- The machinery of this vessel,

(Stat 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, B.&M.S. 9,11, L.M.C. 9,11, or LMC CS 3,34, 140 lb., F.D., &c.)

so far as seen is in good condition and is eligible, in my opinion to remain as classed with a fresh record of BS. 6, 42 and with a fresh notation of TS. CC. 6, 42.

Survey Fee (per section 29) TS 74 400

Special Damage or Repair Fee (if any) BS. & Reps. 74.600

(per Section 29)

Travelling expenses (if chargeable) 74.90

Fees applied for

29.6 19 42

2.090.

Received by me,

19

Engine Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

No 10300



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Foundation