Rpt. 9. "S.S."S.N.A.6", ex "CHEPO", ex "LUMBERMAN" No. 480

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

(Received at London Office 17 SEP 1952)

Date of writing Report 15th August, 1952. When handed in at Local Office ..... 19..... Port of Bremen

No. in Reg. Book. 95362 S

Survey held at Bremerhaven Date. First Survey 26th June Last Survey 14th August 1952 (No. of Visits 9)

on the Machinery of the ~~Wood~~ Steel S.S."S.N.A.6", ex "CHEPO", ex "LUMBERMAN"

Tonnage { Gross 2877 / Net 1655

Nominal Horse Power 269

No. of Main Boilers 2

No. of Donkey Boilers -

Steam Pressure — in Main Boilers 200 lbs / in Donkey Boilers -

Vessel built at St.John N.B. By whom St.John D.D. & S.B. Co. Ld. When 1943 5 (Year. Month.)

Engines made at Montreal By whom Dominion Bridge Co. Ld. When 1943 5

Boilers, when made (Main) 1943/5 mo. (Donkey) -

Owners Societe Nationale d'Affretements Owners' Address (if not already recorded in Appendix to Register Book.)

Managers - Port Rouen Voyage -

If Surveyed Afloat or in Dry Dock Both (State name of Dock.) (Norddeutscher Lloyd)

Last Report No. ..... Port .....

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Character. Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
✠100 Al ~~[illegible]~~ 11,51		✠LMC 2.51
ssBmn.- ~~[illegible]~~ 8,51		TS CL 6.49
~~Dkg 11.51 Bmn.~~		
~~Dkg 8.51 Bmn.~~		
~~Cargo battens not fitted.~~		
Fitted for oil fuel 7.47 F.P. above 150°F.		
		SEE SPL. NOTE S.R.L. (MACHY.)

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

Particulars of Examination and Repairs (if any) BS, TS CL, SRL.

(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? yes

" " Donkey " " "

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

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 p. 30.7.52, s. 31.7.52 Present condition of funnel(s) efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 200 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? -, 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? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no

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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 29.7.52 - State the wear down in the stern bush running fit Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

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

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

NOW DONE:-

Vessel placed in dry-dock, examined propeller and outside fastenings, sea valves (opened), screw shaft (drawn), stern bush.

Examined port and starboard boilers in their entirety together with their superheaters, mountings, doors, and fastenings. Safety valves adjusted under steam to 200 lbs. Boiler front O.F. pressure pipes examined under working conditions, fire extinguishing apparatus examined and tested, deck controls to O.F. and steam valves examined and tested all with satisfactory results.

Repairs: Bottom half of stern bush rewooded.
A few tubes in each boiler re-expanded. One stoppered tube in port boiler renewed.
Two stay tubes in starboard boiler renewed (leaking).
Two side stays in starboard boiler renewed (fractured).
Water gauge cock controls and guards renewed.

Longitudinal welds in the following furnaces veed out and electric welded: -

P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good order and eligible in my opinion to remain as classed in the Register Book with fresh record of B.S. 8.52 and T.S. CL 7.52

(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.)

Survey Fee (per Section 29) BS £ 15 : 0 : 0 / TS CL 5 0 0

Special Damage or Repair Fee (if any) (per Section 29.) Repairs £ 10 : 0 : 0

Travelling expenses (if chargeable) £ 9 : 0 : 0

Fees applied for London 19 ..... 29 SEP 1952

Received by me, 19

TUES. 14 OCT 1952

Committee's Minute

Assigned BS 8,52 S 7,52

Alfred Knauer

Engineer Surveyor to Lloyd's Register of Shipping.

(The Surveyors are requested to be sent to)

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

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S.S."S.N.A.6", ex "CHEPO", ex "LUMBERMAN"

Port boiler centre furnace No.3 corrugation from forward.

Starboard boiler centre furnace No.3 corrugation from forward.

Starboard boiler starboard furnace Nos.3 & 6 corrugation from forward.

The defects now repaired in the furnaces were slight. The original weld had not opened but from close examination, it was found that the weld was not wholly efficient.

It is recommended that the furnace lap welds be kept under observation at next B.S.

Both boilers tested hydraulically on completion with satisfactory results.

Voyage Repairs: -

H.P. and M.P. piston rings and H.P. valve rings renewed (wear).

L.P. and M.P. accentric straps (top halves) re-white metalled (wear).

Attached bilge and sanitary pump rams renewed (wear). Evaporator scaled.

Alterations: Port and starboard ballast tanks now fitted in tween decks. 2½" stripping line connected to ballast pump and 6" overboard discharge line connected to ballast pump overboard discharge line. Work completed satisfactorily.

Vessel changed name and ownership as follows: -

To "CHEPO", Port of Registry, Panama R.P., new Owners Thallata S.S. Co., London.

To "S.N.A.6", Port of Registry, Rouen, new Owners Societe Nationale d'Affretements.

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