

Report of Survey for Repairs, &c., of Engines and Boilers. No. 10360

Date of writing Report 24th March 1943 When handed in at Local Office 25.3.43 Port of MARSEILLES

Survey held at MARSEILLES Date, First Survey 26-8-42 Last Survey 10-2-1943

682 on the Machinery of the ~~Wood, Iron or Steel~~ S/S "CONDE"
 Gross 7202 Vessel built at Havre By whom Forget et Chant. Mediterranee When 1918-8
 Net 4534 Engines made at do. By whom do. When 1918
 Main Boilers 3 Boilers, when made (Main) 1915 (Donkey) 1915
 Donkey Boilers 1 Owners Nou. C. de Navigation Owners' Address de navigation
 Main Boilers 300 lbs. Surveyed Afloat in Dry Dock Mtd. Hull and City drydock.
 Donkey Boilers 200 lbs. Managers Port Havre Voyage

Particulars of Examination and Repairs (if any) LMC. MS. Pt. BS. TS. x Repair
 + 100 AL
 Shells of with
 fuelboard
 7.41
 S.S. Hav. N° 3-827
 S.S. Rou. N° 2-54

Latest date of internal examination of each boiler Pt & Centre 21-9-42 Aux. 2-10-42 Present condition of funnel (a) Good
 the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Not adjusted
 the Surveyor examine the Safety Valves of ~~Donkey~~ Boiler? Yes To what pressure were they afterwards adjusted under steam? Not adjusted
 the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the ~~Donkey~~ Boilers? Yes
 the Surveyor examine the drain plugs of the Main Boilers? Yes and of the ~~Donkey~~ Boilers? Yes
 the Surveyor examine all the mountings of the Main Boilers? Yes and of the ~~Donkey~~ Boilers? Yes

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?
 shaft now been changed? No If so, state reasons
 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?

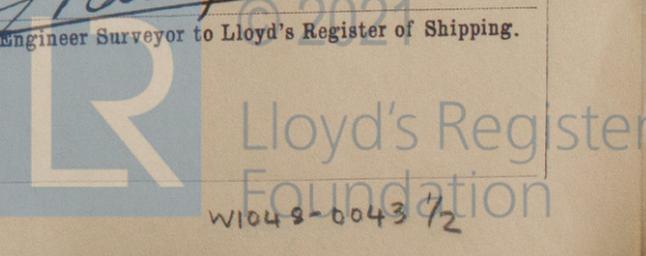
date of examination of Screw Shaft 17-10-42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 2 ft
 Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Electric light.
 so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes
 the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the BS. the safety valves of all boilers remain to be adjusted under steam.
 WORK DONE:- Tether placed in drydock; propellers, propeller shaft, stern bush and all sea cocks and valves with fastenings examined. All cylinders, pistons, valves and casings; crank - thrusts; and intermediate shafts with bearings; all crankpins with brasses; all attached and independent pumps and pumping arrangements examined. Main condenser examined and tested. The steam pipes tested as per Rule requirements. Electrical equipment examined, tried under working conditions and insulation resistances measured. (See Contd)

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good condition and is eligible in my opinion, to remain as classed with fresh records of LMC. MS. 2,43 and TS. CL. 10,42 and to have a fresh record of BS 11, 42 on completion of the survey.

Survey Fee (per Section 29) MS. P.S. 4. 12500 TS x Repair 25.3.1943
 Special Damage or Repair Fee (if any) £ 12.788
 Travelling expenses (if chargeable) £ 2.298
 Received by me, 31.3.1943

Committee's Minute TUES. 21 NOV 1944
 Assigned no action
 Engineer Surveyor to Lloyd's Register of Shipping. J. Fabre



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

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

W1049-004372

S/S "CONDE"

Main and aux. boilers examined throughout together with all mountings, manholes, etc. Mountings overhauled.

REPAIRS:-

Main engine ahead eccentric sheaves and straps machined and bronze liners fitted in eccentric straps.

M.P. valve rod skimmed up in way of packing and neck and gland bush renewed.

Air pump liners bored out, pistons renewed and piston rod skimmed up.

Bilge plungers skimmed up and neck and gland bush renewed.

Steering engine valve faces machined and slide valves renewed.

Propeller shaft: found brazing at the circumferential seam of the propeller shaft liners cracked. The crack has been opened out, shaft in way examined and found sound. The liners has been rewelded.

Logium vitae renewed.

Boilers:

Found the front end plate flanges below the centre furnace of the three main boilers badly grooved. The front end plates below the centre furnace of the three main boilers have now been renewed as per sketch.

Grooving in way of bottle necks of the centre furnace of the three main boilers cut out and built up with E.W.

Centre boiler: lower part of after end plate renewed as per sketch (flange badly grooved). Seven back plate stays renewed.

Aux. boiler: Grooving at bottle necks of both furnaces cut out and electrically welded. Two side stays renewed.

The three main boilers were tested to 240 lbs/sq. hyd. pres. on completion of the repairs mentioned above and were found tight.

REPAIR TO FORWARD END
PLATES OF THE THREE
MAIN BOILERS.

REPAIR TO AFTER END PLATE OF THE
CENTRE BOILER.

