

Report of Survey for Repairs, &c., of Engines and Boilers.

Report No. 243 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

on the Machinery of the Wood, Iron or Steel S/S "CONDE"

Gross 1202 Vessel built at Havre By whom Forget et Chant. Mediternanée When 1918-8

Net 1153 Engines made at do By whom do When 1915

Main Boilers 3 Boilers, when made (Main) 1915 (Donkey) 1915

Donkey Boilers 1 Owners M. C. H. Haraite Reintoulaine Owners' Address (if not already recorded in Appendix to Register Book.)

Pressure— Main Boilers 100 lbs. Managers de navigation Port Havre Voyage

Aux. Boilers 200 lbs. Surveyed Afloat in Dry Dock M. B. and City drydock.

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

Particulars of Examination and Repairs (if any) LMC. MS. Pt. BS. TS. x Repair

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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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

Is 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

Is this was not done, 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?

Latest date of internal examination of each boiler Pt. & Centre 21-9-42 Aux. 2-10-42 Present condition of funnel (a) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Aux. Boiler? Yes To what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Aux. Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Aux. Boilers? Yes

Has 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?

Latest 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 6 in

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Electric light.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

If 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:— Funnel placed in drydock; propellers, propeller shaft, stern bush and all sea cocks and valves with fastenings examined; all cylinders, pistons, valves and castings; crank - thrusts; and intermediate shafts with bearings; all crankpins with brasses; all attached and independent pumps and pumping arrangements examined. Main condensers examined and tested. The steam pipes tested as per Rule requirements. Electrical equipment examined, tried under working conditions and insulation resistance 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.A.S. 12500 TS. x Repair 25.3.43 1943

Special Damage or Repair Fee (if any) £ 12.788

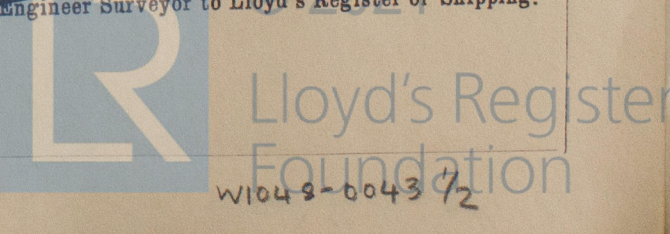
Travelling expenses (if chargeable) £ 2.88

Committee's Minute TUES. 21 NOV 1944

Assigned No action

Signature of Surveyor: J. Taberner

Engineer Surveyor to Lloyd's Register of Shipping.



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 bushes renewed.

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

Bilge plungers skimmed up and neck and gland bushes 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.

Lignum 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. boilers: 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.

