

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

(Received at London Office. AUG 1928)

Date of writing Report 19 When handed in at Local Office 19 Port of Algiers

No. in Reg. Book Survey held at Algiers Date, First Survey 25th July Last Survey 1st August 1928
(No. of Visits Five)

18515 on the Machinery of the Forward Steel 4/SU CHARLES SCHIAFFINO

Tonnage Gross 3089 Vessel built at Middlesbrough By whom Sir R. Dixon & Co Ltd When 1914 - 7
Net 1830 Engines made at Newcastle By whom N.H. Mar. Eng. Co Ltd When 1914

Nominal Horse Power 306 Boilers, when made (Main) 1914 (Donkey)

No. of Main Boilers 3 Owners Soc. Alg. de Nav. pour l'Afr. du Nord Managers' Address Managers Charles Schiaffino & Co
No. of Donkey Boilers --- (If not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 180 Port Algiers Voyage Oran
in Donkey Boilers --- If Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Report No. 3018 Port Dunkirk

Particulars of Examination and Repairs (if any)

Periodical surveys, when held, must be reported in detail and serially 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 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? No.

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

Do. " Donkey " " " No

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? ---

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? ---

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

Did the Surveyor examine the drain plugs of the Main Boilers? ---

Did the Surveyor examine all the mountings of the Main Boilers? Yes forward

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? ---

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? ---

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ---

State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? ---

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done? Boiler surveys completed.

Forward boiler cleaned and prepared for survey on arrival.

All mountings opened up for examination valves and cocks ground in, repacked and rejointed as required

and zinc plates reintroduced.

I note the result of special boiler fluid introduced by the Owners, it certainly removes scale from

tubes, but it deposits same on furnace crowns.

The port furnace of forward boiler was jacked up to true diameter.

The centre furnace of Port boiler was " " " " " "

The Starboard " " Starboard boiler was " " " " " "

All safety valves were floated and adjusted under steam to required pressure.

The Chief Engineer talked a lot about certificate from Dunkirk and centre boiler to survey, but I

expect I called the same the forward boiler as it is forward and not between the Port and Starboard

boilers.

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, B.S. 9, 11, B.&H.S. 9, 11, or S.L.M.C. 9, 11.

to remain as classed with record of Forward Boiler surveyed July 1928 (F.B.S. 7-28) furnaces jacked

in Port and Starboard boilers and all safety valves floated and adjusted under steam.

Fee (per Section 25) Special 260. 40

Damage or Repair Fee (if any) 1302. 00

Rolling Expenses (if chargeable) 49. 60

Committee's Minute FRL 10 AUG 1928

signed 5.28 Without spl. Cont.

W638-0195

1st Aug 28

13000

Received by me,

19

TUE. 19 MAR 1929

Lloyd's Register Foundation

Engineer Surveyor to Lloyd's Register of Shipping.

SEE LIMITATION LIST.

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

B.D. dub 3.28. now completed

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD.

B.D. 5.28

without Special Condition

Y. Rm.
8. 8. 28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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