

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

(Received at London Office

9- NOV 1951

Date of writing Report 22nd Oct. 19 51 When handed in at Local Office 22nd Oct. 19 51 Port of NANTES
 No in Reg. Book. Survey held at NANTES Date. First Survey 25/7/1951 Last Survey 19th Oct. 19 51
 (No. of Visits 13 51)

433 on the Machinery of the Wood, Iron & Steel Single Screw Steamer "PENTHIEVRE"

Gross 1731 Vessel built at Grangemouth By whom Grangemth.Dkyd.Co.Id. Year 1920 Month 2
 Net 650 Engines made at Glasgow By whom Ross & Duncan When 1920 2
 Nominal 192 Boilers, when made (Main) 1920 (Donkey) -
 Horse Power 192 Owners Cie Nantaise des Chargeurs de Owners' Address 1'Ouest
 (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 2 SB Managers Port NANTES Voyage
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock afloat & dry dock
 Steam Pressure in Main Boilers 180lb (State name of Dock.) Nantes
 in Donkey Boilers

ast Report-No. Port
 particulars of Examination and Repairs (if any) TS & + IMC

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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.

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 no damage reported

as a damage report made by anyone else? If so, by whom? no

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? yes

" " Donkey " " " none

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 & S 5.10.51

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? efficient

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? 180 lbs

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? none, 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 the 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 24.9.51 State the wear down in the

stern bush 1.5 mm Is electric light and/or power fitted? yes If so, 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

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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. Propeller, tail shaft, stern bush, all sea valves & cocks &

all fastenings examined.

Examined all cylinders, pistons, valves & casings, crankshaft, thrust, intermediate shaft-

ing, attached pumps, independent pumps, (including cargo pumps), condenser (tested), steering engine

indlass, both dynamo engines, valves pipes & strainers of pumping arrangements.

Selected main steam pipes removed, examined & hydraulically tested to rule requirements.

Both boilers examined internally & externally together with safety valves, mountings,

manholes, Doors & fastenings. Boilers afterwards examined under steam & safety valves adjusted as

stated.

Valves, pipes & control gear of oil fuel installation examined. Fire extinguishing gear

examined & all found efficient.

Electrical equipment:- Installation examined & tested under working conditions. Dynamos, control

gear, circuit breakers, switchboards, fuses & cables examined. Insulation test carried out.

General Observations, Opinion, and Recommendation.- P. T. O. ...

(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.)

CS 3,34

the machinery of this vessel as now seen is in efficient condition & eligible in my opinion to

remain as now classed with fresh records of TS (CL) 9,51 and + IMC 10,51.

Survey Fee (per Section 29) IMC 47.700 Frs Fees applied for

Special Damage or Repair Fee (if any) TS 3.180 Frs 19

Electrical survey (per Section 29.) 5.300 Frs Received by me,

travelling expenses (if chargeable) 1.000 Frs 19

Committee's Minute TUES. 11 DEC 1951

Assigned + LMC 10.51 S. 9.51

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003698-003705-0225

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

Yes - to handle office for transmission to owner.

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All machinery examined under working conditions & found satisfactory.

Repairs:- Engine crankshaft lifted & main bearings overhauled. Thrust shaft found fractured. Numerous circumferential fractures were found on the shaft between thrust collars. In some cases the fractures were of star formation.

Owners' spare thrust of single collar type has now been fitted. This thrust, (which was previously fitted in one of the company's vessels classed B.V.), was constructed under the survey of B.V. Two distance pieces (between crank shaft / thrust shaft & thrust shaft / intermediate shaft) have been fitted. Forging report for distance pieces attached. New coupling bolts fitted & a spare set of bolts placed on board.

Outboard dynamo removed for thorough cleaning & overhaul.

NOTE :- Cargo tanks modified at this time. Four tanks forward (2p & 2s) and eight tanks aft (4p & 4s) have been divided.
Pumping arrangements modified in accordance with approved plan attached.

Copy of Cert. B1 attached.

Rpt 6 No F 219 attached.

ROG



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