Rpt. 9.

No. 15

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

(Received at London Office 5 - APR 1948)

Date of writing Report 2nd April 1948 When handed in at Local Office ..... 19..... Port of Nantes

No. in Reg. Book. Survey held at Nantes Date. First Survey 16th July 1946 Last Survey 31st March 1948 (No. of Visits 64)

~~41240~~ 39037 on the Machinery of the ~~Wood, Iron or~~ Steel screw Steamer "Penthièvre" ex Cassard

						Year.	Month.
Tonnage	Gross ~~1751~~ 1602	Vessel built at	Grangemouth	By whom	Grangemouth D.y Yard Co. Ltd	When	1920 2
	Net ~~966~~	Engines made at	Glasgow	By whom	Ross and Duncan	When	1920 2
Nominal Horse Power	192	Boilers, when made (Main)	1920	(Donkey)			
No. of Main Boilers	2	Owners	Cie Nantaise des Chargeurs de l'Ouest	Owners' Address	Place du Sanitat, Nantes (if not already recorded in Appendix to Register Book.)		
No. of Donkey Boilers	/	Managers		Port	Nantes	Voyage	Nantes-Algeria
Steam Pressure— in Main Boilers	180 lbs	If Surveyed Afloat or in Dry Dock (State name of Dock.)	afloat and on floating dock				
in Donkey Boilers	/						

Last Report No. / Port /

Particulars of Examination and Repairs (if any) Special Survey. Conversion to oil burning

(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 No damage report

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 October 1946, in shop 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? 180 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? Yes, 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? /

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 25th February 1948 State the wear down in the stern bush 4 7/16 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.

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

Now done. Vessel placed on floating dock. Propeller and all outside fastenings examined. Tail shaft drawn in and examined. Inferior lignum vitae strips renewed. All cocks, valves and sea connections examined, examined and overhauled as necessary.

Main engine cylinders, covers, pistons and rods, sliding valves and spindles, Nap and bottom end bearings, crank, thrust and Kingsbury shafting opened out, examined and made good as necessary. Fine hair cracks in main engine bed plate repaired by welding and adjusted doubling plates.

All auxiliaries, pumps, generator, steering engine, windlass and winches unshipped, examined and overhauled in shop as necessary and tested after repairs. Main and auxiliary condensers tested. All pipes unshipped and examined. Steam pipes tested to 2 W.P. All electric installation examined, tested, partly renewed and tested; all circuits megger tested.

Boilers unshipped and examined in shop. Fore and back end plates partly renewed. all smoke boxes, Stays, Stays and plain tubes renewed. Conversion to oil fuel burning executed. Boilers tested and safety valves readjusted. All machinery examined after repairs under working conditions, at quay and during a trial trip off St. Nazaire.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now in good and efficient condition and eligible, in my opinion, to remain as classed, with fresh records + LMC - MS 3.48 - BS 3.48 - TS sem 3.48 C.L - Fitted for oil fuel 3.48

(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,

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✠ 100 A1		✠ LMC
9.45		MS - 11.38
SS Nos. N°3 - 4 - 34		BS - 5.45
SS Nos N°1 - 38		TS. 9.45. C.L
		Examined 5.45
		CARGO BATTENS NOT FITTED.

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

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

Survey Fee (per Section 29) £ 33 100

Conversion to oil fuel burning Special Damage or Repair Fee (if any) (per Section 29.) £ 24 800

Travelling expenses (if chargeable) £ 9 600

Fees applied for 1/4 1948

Received by me, ... 19....

Committee's Minute FRI. 28 MAY 1948

Assigned + LMC 3.48 S 3.48

Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN.

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