

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

(Received at London Office 25 SEP 1947)

Date of writing Report... 20.9.47... 19... When handed in at Local Office... 20.9.47... 19... Port of... MARSEILLES.

No. in Survey held at... TOULON... Date. First Survey... 31/12/1946... Last Survey... 20/2/47... Reg. Book... 3...

 on the Machinery of the ~~Steel~~ Screw Hopper Barge "ANDROMÈDE N°1".

Tonnage { Gross 1232 Vessel built at... Chepstow By whom... Monmouth S.B.C. Ltd. Year... 1922- II

Net 565 Engines made at... Glasgow By whom... Fairfield C° Ltd. When... 1922

Nominal 198 Boilers, when made (Main)... 1922 (Donkey)...

No. of Main Boilers... 2 Owners... Sec. Anon. Ossude... Owners' Address...

No. of Donkey Boilers... Managers... Port... Toulon Voyage...

Steam Pressure... in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock... Afloat

in Donkey Boilers... (State name of Dock.)

Last Report No. Port

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 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. NSW 22/1-3/4-4/4 &amp; "H", 24/4-31/7/47-II/9/47. 7/5/47

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?

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

" " 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 Present condition of funnel(s)

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

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? and of the Donkey Boilers?

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

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? 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 State the wear down in the stern bush

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Machinery and Boiler damage on account of vessel being scuttled by the Germans in August 1944

by means of demolition charges.

FOUND.- Main and auxiliary machinery badly damaged and beyond repair.

Boilers, all mountings more or less broken, but boilers only slightly damaged.

The Owners had the boilers removed ashore and after cleaning these were examined.

It was their intention to have the boilers repaired and surveyed and at a later date use or sell them.

but it is understood that the vessel is now the property of the French Government and consequently

all work on the boilers has been cancelled meantime.

It is impossible at this stage to ascertain if the new Owners will make the necessary

repairs but this is thought most unlikely.

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, &amp;c.; thus, for example, BS 9,11, E&amp;MS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &amp;c.) CS 8,34,

FOR THE INFORMATION OF THE COMMITTEE.

Survey Fee (per Section 29)... £Fr 7.000... Fees applied for 20.9. 19 47

Special Damage or Repair Fee (if any) £ : : Fr 8.000.-

Travelling expenses (if chargeable) £Fr 1.000.- Received by me,

Committee's Minute

Assigned See minute on Rpt. 8

 R. De Mac Harlane  
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

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