

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

(Received at London Office)

JUN -7 1938

Date of writing Report 1. 6. 38 When handed in at Local Office 1. 6. 38 Port of Marseilles
No. in Reg. Book 39424 Survey held at Marseilles Date, First Survey 14. 4. 38 Last Survey 25. 5. 38 (No. of Visits 18.)
On the Machinery of the Wood, Iron or Steel S.S. "NICOLE SCHIAFFINO"
Tonnage Gross 4974 Net 3112 Vessel built at Newcastle By whom Palmers Co. Ltd When 1920 - 11
Engines made at - do - By whom - do - When - do -
Nominal Horse Power 453 Boilers, when made (Main) 1920 (Donkey) ✓
No. of Main Boilers 3 Owners Soc. Algérienne de Nav pour l'Afrique du Nord ✓
No. of Donkey Boilers 1 ✓ Managers Schiaffino 16c (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 180 Port Algiers Voyage Alger
If Surveyed Afloat or in Dry Dock Yes No 12. 0
(State name of Dock.)
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

ast Report No. Port Damage, part M.S. & B.S. J. S. Oil fuel installation + 100 A.1
Particulars of Examination and Repairs (if any) 9.36 B.S. M.S. No 3 9.32
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 details being detailed in the body of the report, should be briefly summarized at the end of the report. State also the dates and initials of any letters respecting this case. 30. 3. 38, 23. 12. 34 E 29. 4. 38
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 Yes Not Required
Is a damage report made by anyone else? If so, by whom? Underwriters Surveyor
the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
" " Donkey " " " ✓
his 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? ✓
the latest date of internal examination of each boiler Port, Centre started Boilers 6. 5. 38 Present condition of funnel Good
the Surveyor examine the Safety Valves of the Main Boilers Yes To what pressure were they afterwards adjusted under steam? 180 lbs 15.
the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓
the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? ✓
the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boilers? ✓
the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boilers? ✓
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? No
shaft now been changed? No If so, state reasons ✓
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? ✓
date of examination of Screw Shaft 17. 6. 38 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close fit.
Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓
did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓
the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the + L.M.C (M.S.)
the following Remains to be examined :- Thrust & intermediate shafts & electric equipment. Forward Boiler
complete the B.S. the following Remains to be dealt with :- 3 lower stays between the centre & port combustion chambers & the 3 lower stays between the centre & starboard combustion chambers to be renewed & slating in way of these stays to be built up with E.W. as found necessary & port & forward boiler safety valves to be adjusted over steam.
The Owners superintendent stated that the vessel is bound for Algiers, where the above surveys would be completed.
- Algiers surveyor advised -

General Observations, Opinion, and Recommendation: - The machinery of this vessel 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.M.S. 9.11, & L.M.C. 9.11, or S.L.M.C. 140 lb., F.D., &c.)
for as now seen is in good & efficient condition & eligible my opinion to remain as now classed with records of M.C. (M.S.) 9.36 & B.S. 5.38 on completion of the surveys & the notation T.S. (C.L.) 5.38.

Fee (per Section 29) £5.922- Fees applied for 1. 6. 1938
Damage or Repair Fee (if any) £564- Received by me, 19
Tonnage dues £376-
Agent's expenses (if chargeable) £244-
Committee's Minute
Signed Deffered
15.38
FRI. 24 JUN 1938
W. H. Waggott
Engineer Surveyor to Lloyd's Register of Shipping.

S.S. "NICOLE SCHIAFFINO"

How done:-

Vessel placed in dry dock, propeller, tail shaft, stern bush, sea fastenings, valves & cocks examined & placed in good condition.

- Please see Marseilles Report No 9337 -

Examined condenser (tested), all auxiliary pumps (except those stated in Msl Report No 9337) & pumping arrangements.

Examined all boilers internally & externally with safety valves, mountings, man holes, doors & fastenings. Stated boiler safety valves adjusted to pressure stated.

Main & auxiliary steam pipes examined & tested by hydraulic pressure to twice the working pressure & found satisfactory.

Repairs Wear Tear

Lower half of stern bush - Rewooded.

after end of tail shaft liner dressed up.

Forward condenser door renewed.

Forward Weir's pump (P.S.) completely overhauled & placed in good condition.

Sundry Minor Repairs.

Damage stated to have been caused by heavy weather on the 10th of April 1938 voyage Algiers to Marseilles.

H.P. piston Rod bent, Renewed.

H.P. stuffing box completely overhauled & placed in good condition.

Forging Report herewith attached.

Marks on piston Rod.

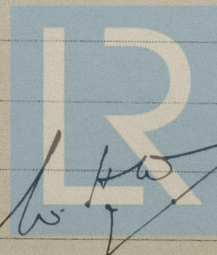
LLOYD'S
No 907
W.H.W. 29.4.38

Oil Fuel Installation

The oil fuel installation has been fitted up in accordance with the approved plans & the Secretary's letters received. Air pipes in the Nos 1, 2, 3 & 4 Tanks have been renewed. all lead bilge suction pipes in the machinery space have been replaced with steel pipes.

Settling tanks listed as per the Rule Requirements & found satisfactory.

all platform beams in the machinery space are angle bars. The installation tried under working conditions & found satisfactory.



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