

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

(Received at London Office)

Date of writing Report 10. 2. 1938 When handed in at Local Office 11. 2. 1938 Port of DUNKIRK

No. in Reg. Book 39424 Survey held at DUNKIRK. Date, First Survey 4th Feb. Last Survey 4th Feb. 1938 (No. of Visits Two)

on the Machinery of the ~~Woolston~~ Steel Sc. "NICOLE SCHIAFFINO"

Tonnage Gross 4974 Net 3112 Vessel built at Newcastle By whom PALMERS & Co Ltd. When 1920-11

Engines made at d° By whom d° When 1920

Boilers when made (Main) 1920 (Donkey) -----

Owners Sté Algérienne de Navigations pour l'Afrique du Nord. Owners' Address (if not already recorded in Appendix to Register Book) Port Algiers. Voyage Algerian Ports

Managers Ch. Schiaffino & Cie

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

CHARACTER.	Years assigned to special survey.	Machinery and Boiler Survey (including date of N.B., if any).
* 100 A 1. 9,36		* LMC.9,32 B.S.4,37
		Fitted for oil fuel 4,29 (FP. above 150) in 2.5.
SS.Mls.N°3-9,32		CL-TS.8,36

Report No. Port Alg 15/15

Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Boilers, if any, and in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on other parts of Machinery (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose, and why they were declined.

Has a special 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? If not done, state for what reasons?

Were any parts of the Boilers could not be thus thoroughly examined? If so, state the parts and the reasons therefor.

Were any 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?

What was the latest date of internal examination of each boiler? Present condition of funnel(s)

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

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

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

Was the screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Was the screw shaft now been changed? If so, state reasons. Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Was the screw shaft now fitted been previously used? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Is electric light and/or power fitted?

Were any engine parts, when referred to by numbers, should be counted from forward. MACHINERY DAMAGE.

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

SURVEY CONFINED TO THE UNDERMENTIONED.

Stated to have occurred whilst on a voyage from Antwerp to Oran, put back into Dunkirk for repairs on the 4th February, 1938.

NOW DONE:-

On examination found, the forward B.P. eccentric rod badly bent, subsequent to heating of the eccentric sheave and strap. After dismantling the forward B.P. eccentric rod was faired up at shop and put in lathe for trueness. - Eccentric sheave and strap journals (cast-iron) dressed up in place for slight grooves.

After refitting, examined main engine under working condition. - Satisfactory, but recommended that the repaired forward B.P. eccentric rod be renewed at the Owners' first convenient opportunity.

INTERIM CERTIFICATE issued as per copy herewith attached.

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, E.S. 9,11, E.&M.S. 9,11, * L.M.C. 9,11, or * L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is eligible in my opinion to remain as classed without alteration subject to the repaired forward B.P. eccentric rod being renewed at the Owners' first convenient opportunity.

Fees applied for

(per Section 29) Fr. 320,00

4th Feb. - 6-8 p.m. Fr. 160,00

(per Section 29.) Fr. 20,00

expenses (if chargeable)

Received by me, M.A.

5. 2. 1938

5. 2. 1938

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 6 MAY 1938

Committee's Minute TUE. 22 FEB 1938

Assigned

Deferred for Comp. No. 1

Deferred Del. Fitt. for Carr. oil 4.29 2. Proc. in D.T. Write Mal

Lloyd's Register Foundation

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

100-12121-0046

