

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

(Received at London Office)

FEB 14 1938

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)

Supp on the Machinery of the ~~Blackburn~~ Steel Sc. "NICOLE SCHIAFFINO"

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

Net 3112 Engines made at d° By whom d° When 1920

Mineral se Power 453 Boilers when made (Main) 1920 (Donkey) -----

No. of Main Boilers 3 SB. Owners Sté Algérienne de Navigations Owners' Address (if not already recorded in Appendix to Register Book) pour l'Afrique du Nord. Port Algiers. Voyage Algerian Ports

No. of Donkey Boilers -- Managers Ch. Schiaffino & Cie

Steam Pressure in Main Boilers 180 lbs It Surveyed Afloat ~~on the Donkey~~ Mole N°2

Donkey Boilers -----

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

Report No. Port Alg 15/15

Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Boilers (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 date and initials of any letters respecting this case.

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

Has a damage report made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time?

Donkey " " "

Has not done, state for what reasons?

Which 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?

What date of internal examination of each boiler?

Has the Surveyor examined the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers?

and of the Donkey Boiler?

Has the Surveyor examined all the mountings of the Main Boilers?

and of the Donkey Boiler?

Has 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?

Has the screw shaft now been changed? If so, state reasons

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the screw shaft now fitted been previously used? Has it a continuous liner?

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?

Engine parts, when referred to by numbers, should be counted from forward.

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

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 dismounting 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:-

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

CS 3,34,

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
Fr. 320,00
Fr. 160,00
Fr. 20,00

Received by me, 5.2.1938

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 6 MAY 1938

Committee's Minute

Assigned

TUE. 22 FEB 1938

Deferred for Comp.

Deferred Del. Fitt. for Carr.

oil 4.29 J.P.C. in S.T.

Write Mal

Lloyd's Register Foundation