

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

(Received at London Office

MAY 20 1939

Date of writing Report 19th May 1939 When handed in at Local Office 19th May 1939 Port of HavreNo. in Reg. Book. Survey held at Havre Date, First Survey 10th May Last Survey 16th May 1939 (No. of Visits 3)56598 on the Machinery of the Wood, Iron or Steel SC⁴ "COTENTIN"

Tonnage { Gross 250 Net 117
 Nominal Horse Power 109
 No. of Main Boilers -
 No. of Donkey Boilers -
 Steam Pressure in Main Boilers -
 in Donkey Boilers -

Vessel built at Newcastle By whom Hawthorn Leslie & Co Ltd
 Engines made at Yeovie By whom Petters & Co
 Boilers, when made (Main) (Donkey)
 Owners Soc. Cherbourgeoise de Cabotage Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers Cherbourg Port Cherbourg Voyage Cherbourg
 If Surveyed Afloat & in Dry Dock Both Havre Dry dock.
 (State name of dock.)

When 1934-1
 When 1934

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

Last Report No. Port
 Particulars of Examination and Repairs (if any) New screw shaft new propeller

(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.)

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 this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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

Did the Surveyor examine the Safety Valves of the Main Boilers?

Did the Surveyor examine the Safety Valves of Donkey Boilers?

Did the Surveyor examine all the manhole covers and their fastenings of the Main Boilers?

Did the Surveyor examine the drain pipes of the Main Boilers?

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

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? Yes. If so, state reasons Fitting of new propeller, adjusted to a new shaft.

Has the shaft now fitted been previously used? No Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft 10-5-39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 6/10 in

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

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 T.S. Complete.

Vessel examined in dry dock

All Sea Cocks & Valves opened out & examined.

New propeller (Solid C.I., 4 blades) fitted with new Screw Shaft. (Forging Report. Havre No. 521) Stern bush & Stern gland bushes renewed.

Fit of new Screw Shaft in new Propeller verified & found satisfactory.

Alignment of Shafting verified and found satisfactory.

On Completion of Repairs Main Engines tried under Working Conditions Satisfactory.

Copy of machy Interim Certificate attached hereto.

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

The machinery of this Vessel is eligible in my opinion to remain as classed and to have fresh record of Survey. T.S. seen. N. 5-39.

Survey Fee (per Section 29) £ 200-
 Special Damage or Repair Fee (if any) £
 Travelling expenses (if chargeable) £ 25-
 Fees applied for 16-5-1939
 To: 225-
 Received by me, 19

Committee's Minute

Assigned

FRI 2 JUN 1939

As now

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