

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

(Received at London Office

AUG 29 1939

21066 Date of writing Report 28th Aug. 1939 When handed in at Local Office 28th Aug. 1939 Port of Haver
No. in Survey held at Nantes Date, First Survey 6th Aug. Last Survey 23rd Aug. 1939
(No. of Visits 2)
Reg. Book 71603 on the Machinery of the Wood, Iron or Steel 3/5 "CAMBRONNE"
Tonnage Gross 3059 Vessel built at Grangemouth By whom Grangemouth Dockyard Co. Ltd. When 1919 6
Net 1904 Engines made at Glasgow By whom D. Rowan & Co. Ltd. When 1919
Nominal Horse Power 433 Boilers, when made (Main) 1919 (Donkey) ✓
No. of Main Boilers 3 Owners C^o. Gen. Transatlantique Owners' Address (if not already recorded in Appendix to Register Book)
No. of Donkey Boilers 1 Managers Port Nantes Voyage Algiers
Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Afloat
(State name of Dock.) Nantes
in Donkey Boilers ✓

Last Report No. 8182 Port Hav.

Particulars of Examination and Repairs (if any) Completion B.S.

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.

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 ✓

as 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 " " " ✓

This 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? ✓

State latest date of internal examination of each boiler P^o Boiler: 6-8-39. ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

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

Is screw shaft now been drawn and examined? ✓ Is it fitted with continuous liner? ✓

Is shaft now been changed? ✓ If so, state reasons ✓

Is the 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.

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Is 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 B.S. Completed (Please

Refer to Haver Report No. 8172)

Vessel Surveyed afloat

Now Done: Examined the Port main Boiler internally and externally, with Safety Valves, all the mountings, manholes, doors & fastenings Boiler Seatings & Collision Checks. All found in efficient Condition

Adjusted the Safety Valves of the Port Boiler under steam to 180 lb p.sq. inch 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.S.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 and to have the notation B.S. 6, 39 in the Register Book as previously recommended.

Fee (per Section 29) £ 350
Damage or Repair Fee (if any) £
(per Section 29.)
Expenses (if chargeable) £ 300.

Fees applied for
26-8-1939
£ 650-
Received by me,
✓ 19

Engineer Surveyor to Lloyd's Register of Shipping.

Tee's Minute

8-SEP-1939

OCT 18 1940

Ruord:- Survey delayed.

R. Moller

TUES. 22 FEB 1944

Lloyd's Register

ON RE-PRINT

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B. du 8. 29 Completed

It is submitted that
this vessel is eligible for
THE RECORD.

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