

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 10 JUL 1946)

Date of writing Report: 5/6/46 When handed in at Local Office: 19... Port of ALGIERS (N.A.)

No. in Survey held at Quays Bastia & Biaritz, Algiers. Date First Survey 18/9/45 Last Survey 1/6/46 19...
(No. of Visits 48)on the Machinery of the ~~WOODYBROOK~~ Steel Screw Steamer "SAINTE BERNADETTE".

Gross 1596 Vessel built at PAISLY By whom J. FULLERTON & Co. Year. Month. 1924 7 mo
 Net 955 Engines made at GLASGOW By whom ROSS & DUNCAN When 1924
 Nominal 226 Boilers when made (Main) 1925 5 mo. (Donkey) =
 No. of Main Boilers Two Owners G. MONTEFIORE & V. Daniels Owners' Address =
 No. of Donkey Boilers = Managers G. MONTEFIORE. (if not already recorded in Appendix to Register Book.)
 Steam Pressure = Port TUNIS Voyage SETE (France)
 in Main Boilers 180
 in Donkey Boilers =

Last Report No. Port

Particulars of Examination and Repairs (if any) RE-CLASSIFICATION, WAR DAMAGE
 SPECIAL SURVEY.
 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 =

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? yes

" " Donkey " " " =

not, 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 Port 21/2/46; Star'd 22/2/46

Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 180 lbs./sq. in

Did the Surveyor examine the Safety Valves of the Donkey Boilers? = To what pressure were they afterwards adjusted under steam? =

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes and of the Donkey Boilers? =

Did the Surveyor examine the drain plugs of the Main Boilers? = and of the Donkey Boilers? =

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

Has the screw shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? =

Has shaft now been changed? no If so, state reasons = Has the shaft now fitted been previously used? = Has it a continuous liner? =

Is an approved oil retaining appliance fitted at the after end? = State date of examination of Screw Shaft 5/3/46 State the wear down in the

stern bush 1.10 m/m Is electric light and/or power fitted? see under If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes, part installation tested by Union

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

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

Survey complete with the exception of the Electrical Equipment. The electrical installation is neither completed nor in accordance with the Rules on account of lack of materials. It is understood that all necessary materials, etc., will be available in about two months time. After completion, electrical equipment to be examined and tested as required by the Rules.

This vessel was sunk three times in succession during the war by enemy and allied action, respectively in the ports of TUNIS, PALERMO AND TARANTO. For further particulars and condition of vessel at that time, please see Report No. 1641. The requirements of a Special Survey No. 3 completed.

WORK DONE :- Vessel placed in drydock. Propeller (spare one fitted), stern bush, sea connections and their fastenings examined. (Screw shaft (CL) drawn and examined). Cylinders, pistons, slide valves, crank and thrust shafts; pumps and condenser tested; also the valves, cocks, pipes and strainers of the pumping arrangements examined. The main boilers drilled and tested by hydraulic pressure to $1\frac{1}{2}$ the working pressure; examined internally and externally together with their principal mountings; and the safety valves adjusted under steam to the above pressure. All main steam pipes stripped at flanges and tested by hydraulic pressure to double the working pressure. (P.T.O.)

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, BS 9.11, B&MS 9.11 or LMC 9.11 or LMC 140 lb., FD, &c.)

This vessel's machinery is in good and efficient condition and in my opinion eligible to be re-instated in class and to have the records "LMC.5.46", "TS.3.46" & "BS.2.46".

Survey Fee (per Section 29) £ 19,680.-Fcs. Fees applied for 19
 Special Damage or Repair Fee (if any) £ 18,240.-Fcs. Received by me, 19
 (per Section 29.)
 Travelling expenses (if chargeable) £ 3,840.-Fcs. Collected at Algiers

Committee's Minute f

Signed

FBI MAR 1947
 R.J. Van Dam on

msl 10505

Engineer Surveyor to Lloyd's Register of Shipping.



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The following repairs were carried out:

PORT AND STARBOARD BOILERS:

Opened up, cleaned thoroughly internally and externally, lagging removed and renewed.
Mountings opened up, overhauled, studs removed and put back in good order.
All plate tubes (211 in each boiler) cut out and renewed.
One stay tube in each boiler renewed.
Corrosion at firebar level of the three furnaces in each boiler built up by welding where necessary.
Defective stay tubes and riveted stays re-welded where necessary.
Internal feed pipes removed and modified.
Smoke boxes refitted and all studs renewed.
14 badly corroded combustion chamber stays were cut out and replaced in Port boiler.
44 stays in Starboard boiler.

Drilling results:

Port boiler: Starboard furnace crown, 1st. corrugation: 15 m/m.
Centre furnace crown, 2nd. corrugation: 18 m/m.
Port furnace crown, 2nd. corrugation: 17 m/m.

Starboard boiler: Starboard furnace crown, 4th. corrugation: 17 m/m.
Combustion chamber back plate: 15 m/m.
Combustion chamber bottom plate: 18 m/m.
Centre furnace crown, 3rd. corrugation: 16.5 m/m.
Combustion chamber back plate: 15 m/m.
Combustion chamber bottom plate: 17.5 m/m.
Port furnace crown, 2nd. corrugation: 17 m/m.
Combustion chamber back plate: 15 m/m.
Combustion chamber bottom plate: 18 m/m.

Boilers also examined under steam and safety valves adjusted to working pressure.

MAIN ENGINE: All cylinders and valve chests opened out for cleaning, examination and resetting. All moving parts disconnected, cleaned, removed to shop, freed from rust and or machined where required and refitted.

All main bearings reinstalled.
Alignment of shafting and cylinders checked.
Thrust block removed, cleaned, overhauled and refitted.
Thrust- and crank shafts removed, machined, examined and refitted.
Main shoe bearings reinstalled.
Piston- and slide valve rods skimmed, glands, neck bushes and bonnets reconditioned.
Metallic piston- and valve rod packing examined, renewed where necessary and adjusted.
Guides overhauled, guide bars machined, guide shoes reinstalled and adjusted.
All bottom end bearings reinstalled.
Cross pins machined and top end bearings adjusted.
Valve gear disconnected, removed to shop, double links with journals and link blocks, drag links, eccentric rods, straps, etc. machined where necessary and re-adjusted.
Reversing shaft refitted.
R.P. Piston rings removed.
Screw shaft (S.S.) drum.
Spare propeller fitted.
Stem gland repacked.
Pump levers, gudgeon pins, rocking shaft, pump links and bearings trued and adjusted.
Pump crosshead and guides reconditioned.
Various spanners for top- and bottom end bearing nuts, piston and valve nuts, main bearings, etc. supplied.

WATER CONDENSER: Condenser with fitting and connections completely overhauled and re-jointed. Tubes drawn, cleaned, tested in shop and re-tubed. Defective tubes and ferrules replaced. After completion tested to 30 lbs per sq. inch hydraulic pressure.

AUXILIARIES: Main engine feed pumps: Rams machined. Gland, neck bushes, suction- and delivery valves and seats reconditioned.

Main engine bilge pumps: Ditto.

Main circulating pump: Piston rod trued. Gland and neck bush, valves and seats reconditioned.

Main air pump: Completely reconditioned.

Turning- and reversing gear completely reconditioned.

Donkey feed pump: Removed to shop, reconditioned and refitted.

General service pump: Water end reconditioned.

Ballast pump: Removed to shop, reconditioned and refitted.

Steam steering engine: Completely reconditioned.

Windlass & Capstan: Completely reconditioned.

Spare parts supplied for all auxiliaries.

All water- steam- ballast- and bilge pipes and connections re-jointed.

All valves, cocks and valve- and distribution chests reconditioned and re-jointed.

ELECTRICAL EQUIPMENT: An electric installation is being fitted as illustrated in the attached plan and almost completed. Switch boards and cables are now but it will be noted not in accordance with the Rules. (Lack of materials). For the time being one Compound D.C. Steam driven generator (supplied by the French Navy) is placed in a recess in the engine room top. A generator rating plate is not fitted and only the following values could be traced: 4.5 K.W. - 120 V - 37 A. It is understood that another Diesel generator to supply electric power for the four electric motors to drive the four reciprocating water pumps, situated in the cargo holds, ordered long ago has not yet been delivered. In the meantime shore mains will be connected to the switch boards to discharge the cargo.

Main Engines and Auxiliary Machinery seen under working conditions during the Trial Trip at sea on the 28th. May, 1946 from 7.30 a/m to 5.30 p/m and all found in good condition.

An interim certificate issued 1/6/46, copy of same forwarded to the London Office, another copy accompanies this Report.

Plans for electrical installation (not completed), steam exhaust and discharge pipe for engines and boilers, bilge, ballast and water pipe arrangements accompany this Report.



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