

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

(Received at London Office)

23 MAR 1950

Date of writing Report 17th March 1950 When handed in at Local Office 17 March 1950 Port of Nantes

No. in Survey held at La Pallice Date. First Survey 5.1.50 Last Survey 9.3. 1950

Reg. Book. 18430 on the Machinery of the ~~Wooden~~ Steel "MATELOTS PILLIEN ET PEYRAT"

Tonnage { Gross 5058 Vessel built at Sunderland By whom Short Bros. Ltd. When 1943 5
 Net 4972 Engines made at Newcastle By whom N.E. Marine Eng. Co. When 1943 5
 Nominal 510 Boilers, when made (Main) 1943 (Donkey)
 Horse Power 3 SB Owners Cie Havraise de Navigation à Vapeur Owners' Address
 No. of Main Boilers 3 Managers L. Collet + Cie Port Marseilles Voyage
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat & Dry Dock
 Steam Pressure 220 lb (State name of Dock.) La Pallice
 in Main Boilers in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage, BS & Conv. to O.F.

(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 Yes - not required

Was a damage report made by anyone else? If so, by whom? Yes - French Underwriters' Surveyors Cargo bottom not fitted.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " None

If 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 P. C. & S. 10.1.50 Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 LB

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? None, 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? No

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 28.2.50 State the wear down in the

stern bush Close fit Is electric light and/or power fitted? Yes 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? No

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

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

Account of damage stated to have been caused on 3rd August 1949 by grounding at Bender Fituk

while on voyage Djibouti to Diego Suarez.

For further details, please see vessel's Log Books.

Now Done for Damage: Propeller, tail shaft, stern bush, sea valves and cocks and all fastenings examined.

Repairs (Damage): Stern bush rewooded.

Now Done: Vessel placed in dry dock. Propeller, tail shaft, stern bush, all sea valves and cocks, and all fastenings examined.

BS: All boilers examined internally and externally together with superheaters, safety valves, mountings, manholes, doors and fastenings. Boilers afterwards examined under steam and safety valves adjusted as stated.

General Observations, Opinion, and Recommendation:—The machinery of this vessel as now seen is in efficient condition and eligible in my opinion to remain as now classed with fresh records of (CL) 2.50 and BS 3.50

Recommendation for the Register Book: Fitted for oil fuel 3.50 F.P. above 150°F

Survey Fee (per Section 28) BS £31.000:Frns Fees applied for 20.3 1950

Special Damage or Repair Fee (if any) £17.660:Frns Received by me, 19

Conversion to Oil Fuel... £19.550 Frns

Travelling expenses (if chargeable) £7.000:Frns

" (for damage) £1.550 Frns

Committee's Minute TUE 8.25 APR 1950

Signed BS 3.50

S. 2.50 Fitted for oil fuel 3.50 F.P. above 150°F

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

008831-008838-0043

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

Oil fuel installation examined under working conditions, deck controlled valves tested and found efficient.
Fire extinguishing gear tested and found efficient.

Repairs (Wear & Tear) : Propeller renewed.

Coupling bolt holes in tail shaft and aft length of intermediate shafting bored out and new bolts fitted. Set of oversize spare bolts supplied.

Conversion to Oil Fuel :

This vessel has now been converted to oil fuel burning as per approved plans and London letters.

All oil fuel piping and steam heating coils tested to rule requirements.

The following pumps have been installed:-

1 oil fuel transfer pump made by Brulais & Boursier, Nantes, N°1918
180 X 200 x 150 m/m

2 oil fuel pressure pumps made by Worthington.
114 x 70 x 102 m/m

2 oil fuel heaters made by Todd.
(tested by makers to 15 Kgs)

The pressure pumps and heaters were installed previously in Marseilles when the oil fuel conversion was commenced.

Copy of Cert. B1 attached.

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