

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

(Received at London Office 1 OCT 1934)

Date of writing Report 27. 9. 1934 When handed in at Local Office 27. 9. 1934 Port of Marselles
 No. in Reg. Book 81020 Survey held at Marselles Date, First Survey 10. 9. 34 Last Survey 26. 9. 1934
 on the Machinery of the Wood, Iron or Steel S.S. MECANICIEN MOUTIE (No. of Visits 7.)
 Tonnage { Gross 1578 Vessel built at New Glasgow By whom Wm. Scotia Steel Works Ltd 1918
 Net 968 Engines made at do By whom do When do
 Nominal Horse Power 151 Boilers, when made (Main) 1918. (Donkey)
 No. of Main Boilers 2 Owners Cie de Navigation Marseillaise Owners' Address Marselles Voyage
 No. of Donkey Boilers Managers do (if not already stated in Appendix to Register Book.)
 Steam Pressure in Main Boilers 185 If Surveyed Afloat or in Dry Dock No 5 DP Port Marselles
 in Donkey Boilers (State name of Dock.) yle.

Last Report No. _____ Port _____ Commencement _____
 Particulars of Examination and Repairs (if any) +LMC(M.S.) +BS

Periodical Surveys, when held, must be reported in detail and serialim 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.

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A.I. 334</u>		<u>+L.M.C. 9.30</u>
<u>S.S. MSL. No 3. 930</u>		<u>B.S. 9.33</u>
		<u>T.S. 9.33</u>

Cargo battens not fitted

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? Yes

Do. " 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 P.B. 24. 9. 34 S.B. 21. 9. 34

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 185 lbs/sq"

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

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

Has screw shaft now been drawn and examined? no 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 shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft close fit

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 To complete the +L.M.C. (M.S.)
The following remains to be examined:-
H.P. cylinder, piston + Rings, H.P. M.P. & L.P. valves & their casings, crank shaft (except L.P. crank shaft pin & its brasses) thrust & intermediate shafts, condenser & P.S. fwd feed donkey.
The Owners superintendent stated that the M.S. would be completed before the year of grace expires in September 1935.

Now done:-
Examined M.P. & L.P. cylinders, pistons + Rings, L.P. crank shaft pin & its brasses, main & auxiliary pumps & pumping arrangements (except P.S. fwd feed donkey), main steam.

General Observations, Opinion, and Recommendation: The machinery of this vessel
 (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, or +L.M.C. 9, 11, 140 lb, F.D., &c.)
as far as now seen is in good & efficient condition & eligible in my opinion to remain as now classed with fresh record of B.S. 9.34 & +L.M.C. (M.S.) with date, on completion of the survey.

Survey Fee (per Section 29) Part M.S. £650 Fees applied for 27. 9. 1934
B.S. £780 No. 480.
 Special Damage or Repair Fee (if any) (per Section 29.) £
 Travelling expenses (if chargeable) £50 Received by me, W. H. W. Aggott
 23. 10. 1934

Committee's Minute FRI. 12 OCT 1934
 Assigned P.S. 9.34 TUE. 8 OCT 1935
FRI. 10 JAN 1936

Insert Character of Ship and Machinery precisely as in the Register Book.

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



pipes (in place) & Electric fittings as per Rule.
Examined main boilers internally & externally
with safety valves, mountings, manholes, doors &
fastenings & placed in good condition
Main Boiler safety valves adjusted to pressure
stated

Sundry minor repairs to boiler mountings

W. H. W.

N.B.—If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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