

Rpt. 9

Date of writing report 9th. of March 1960 Received London Port DUNKIRK No. 4.937
Survey held at Boulogne No. of visits 2 First date 29.2.60 Last date 1.3.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 28563 Name M.V. "SAINTS PIERRE & PAUL" Gross tons 347 Date of build 1932
Owners Pêcherie Manesse & Sénéchal Managers Port of Registry Boulogne
Engines made 1949 By S.C.A.M. Type Oil Engine 2 S2A
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers W.P. No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry Dock in Floating Dock
Nature of Survey Tail Shaft survey
Was Damage Report issued? Int. Cert.?
Last Report (For Head Office only)

Hull	Machinery
+ 100 A 1	LMC.-
Reclassified 3.48	E. New.- 1949
SS.(DR).- 8.56	ES.- 8.56
DS.- 1.60	EMS.- 6.58
	TS.CL.- 7.59

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes 2;6 mm.- Oil Glands Sea Connections Good
Fastenings Good Has Screwshaft Tube been drawn? yes Date of Examination 1.3.60 Has Shaft been changed? No
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland?
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
5 Journals & Bearings
MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices
MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS
I am of the opinion that the vessel can be retained as now classed with
a fresh record of:
T.S.(CL).- 3260
be made in the Register Book in the case of this vessel.-

Date of Committee As now
Decision TS 3.60
50m,4,59 T. (MADE AND PRINTED IN ENGLAND)
Noted for Header
Ch. Bolender
Engineer Surveyor to Lloyd's Register of Shipping

32 Essential Independent Pumps (Identify by position)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers

36 Lub. Oil Coolers

37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main

40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators

43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery

45 Windlass

46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT	
PROPULSION	AUXILIARY EQUIPMENT
a Generators	l Generators & Governors
b Exciters	m Motors
c Air Coolers	n Switchboards & Fittings
d Motors	o Circuit Breakers
e Air Coolers	p Cables
f Control Gear, Cables, etc.	q Insulation Resistance
g Insulation Resistance	r Steering Gear Generators and Motors
h Insulating Oil Test	s Navigation Light Indicators
i Overspeed Governors	
j Magnetic Couplings	
k Air Gap	

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

Main Economisers

Exhaust Gas Heated Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Auxiliary (over 3 in. bore)

Were Copper Pipes annealed?

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Note: This Survey was made at the request of the buyers of that vessel.

This vessel has changed of flag and Owner's on the 5th of March, 1960.

New particulars: New name: "MARCHEGIANI TERZO"

Owners: Marchegiani N. & Figli, at San Benedetto del Tronto, Italia.

Port of Registry: Ancona

LEAVE THIS SPACE BLANK

Survey fees ... N. Fr. 112,50

Damage fee ...

Expenses ...

Date when A/c rendered Not Yet.