

(Received at London Office

19 SEP 1955

76062 on the Machinery of the Wood, Iron or Steel. "SAINT HONORAT" (EX. NOODERHAVEN-47)

| | | | | | |
|--------------------------------------------------------|---------------|------------------------------|--------|-------|-------------|
| Last Report No. - | Port - | | | | |
| Particulars of Examination and Repairs (if any) | | POSTPONEMENT OF SS & PART CS | +100A1 | 11.53 | LMC CS 12.5 |

(Periodical Surveys, when held, must be reported in detail and seriatim 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 letter^s respecting this case.

| | | |
|------------|-------|-----------|
| OIL ENGINE | NE | 51 |
| ss. Msl | 12.50 | TS N 11.5 |
| MACHY AFT | | |

Classn(H) 8th June Lagos reply 22nd June, 1955

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?

Donkey " " "

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..... | Present condition of funnel(s)..... |
|---------------------------------------------------------------|-------------------------------------|

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

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?, 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?, and of the Donkey Boilers?

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

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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

stern bush Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

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

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

is the Census is not complete, state what arrangements have been made for its completion and what remains to be done. C.S.

NOW DONE:

C.S. The main Engine including attached pumps removed from vessel, completely opened up examined in its entirety and all found in good condition, with exception of crankshaft (for details please see overleaf).

GENERAL EXAMINATION: The Auxiliary Engine, Air Compressor, Bilge & General service pumps, Pumping arrangements and Electrical Installation generally examined without opening up and all appear to have been well maintained.

WEAR & TEAR REPAIRS All cylinder liners, pistons, gudgeon pins and bushes renewed.

MAIN ENGINE: All main and bottom end bearings remetalled.
Crankshaft journals machined and crankpins lapped.
Please note. All new parts had been examined and tested by B.V.

Whilst examining M.E. crankshaft journals it was noted they had been recently machined and the manner in which the work had been carried out was in my opinion altogether satisfactory.

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, etc.)

The machinery of this vessel so far as now seen is eligible in my opinion

to remain as classed with fresh record of LMC ^{US} (with date) when the survey has been completed. Subject to present Main Engine crankshaft being approved.

| | | | |
|--------------------------------------------|----------|---------------------|-----------|
| PART CS & GEN. EXAM. | £ 20.0.0 | Fees applied for | 8.7. 1955 |
| Survey Fee (per Section 23)..... | | | |
| SPECIAL ATTENDANCE FEE. | 13.0.0. | | |
| Special Damage or Repair Fee (if any)..... | £ : | Received by me, | |
| HALF AIR FARE | 55.17.11 | | |
| Travelling expenses (if chargeable)..... | £ : | | 19..... |
| PERSONAL EXPENSES | 15.0. | | |
| Committee's Minute..... | | TUESDAY 18 OCT 1955 | |
| Assigned..... | | Deferred for CP CS | |

J. Bradford
 Engineer Surveyor to Lloyd's Register of Shipping.

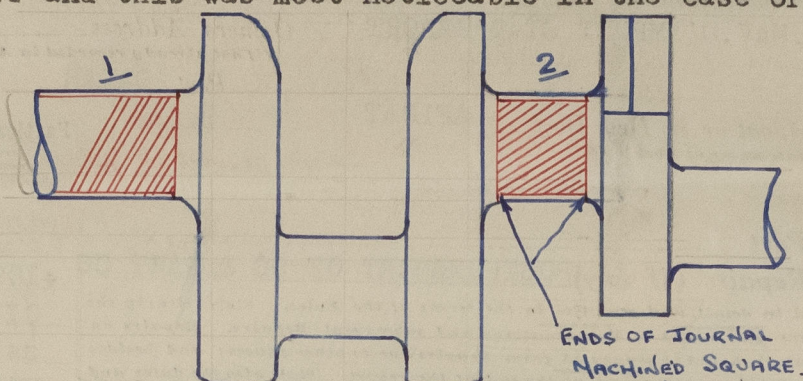
Lloyd's Register

012527-012536-0202

The journals subsequently gauged with the following results :-

| JOURNAL | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---------|----------|----------|----------|----------|----------|----------|----------|
| | 169.5m/m | 169.3m/m | 169.7m/m | 169.7m/m | 169.7m/m | 169.6m/m | 169.6m/m |

The extreme ends of the machined length of each journal had been left square instead of being rounded off and this was most noticeable in the case of No.2.



The undesirable feature of the above was pointed out to the Owners Representative but he stated that he was willing to accept the shaft without modification.

It was stated that all the remaining requirements for completion of Machinery Survey will be carried out December, 1955.