

WRECK SECTION

No. 554

No. 34919

Part 9.

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

(Received at London Office)

Date of writing Report... 1948... When handed in at Local Office... 16th June 1948... Port of... Sunderland

No. in Survey held at... Seaham Harbour... Date. First Survey... 10th June 48... Last Survey... 16th June 1948

Reg. Book. 58257 on the Machinery of the Wood, Iron or Steel. M.V. FRANCOIS TIXIER

Gross Tonnage 475 Vessel built at... Slikkerveer By whom... N.V. Schips "De Maas" When... 1918 5

Net Tonnage 235 Engines made at... Mannheim By whom... Mtr. Werke Mannheim A.G. When... 1935

Nominal Horse Power 87 Boilers, when made (Main)... (Donkey)... 1943

No. of Main Boilers... Owners... Soc. Dunckerquise au Cabotage Owners' Address... Port... Dunckerquise Voyage...

No. of Donkey Boilers... Managers... If Surveyed Afloat or in Dry Dock... Afloat

Team Pressure... in Main Boilers... in Donkey Boilers... 130

Last Report No. 105054 Port... NWC

Particulars of Examination and Repairs (if any) Mchgy. repairs

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.

On 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?

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

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 screw 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.

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

At the request of owners representative attended on board to examine

Nº6 (aft) cylinder head, and spare cylinder head - stated to be all-fitting

Now done:- Nº6 cylinder head examined and found to be fractured between the exhaust valve housing and water jacket

Spare cylinder head examined in place. Found necessary to plug

kapped holes of exhaust manifold and air inlet flange fastenings and re-drill in line. All cylinder valves and pipes refitted as necessary.

As a temporary expedient working cylinder head fracture E.W. and kept as spare.

It was stated machinery spares had been ordered months previously but difficulty was met in obtaining delivery.

On completion of repairs, main engines tried out under working P.T.O.

General Observations, Opinion, and Recommendation: The machinery of this vessel is

(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, LMC 9,11 or LMC 149 lb., FD, &c.)

in my opinion eligible to remain as classed without fresh record of survey. Mchgy. spare gear to be completed

Survey Fee (per Section 29) £ 5 : 5 : 0 Fees applied for JUN 17 1948

Special Damage or Repair Fee (if any) (per Section 29.) £ 5 : 5 : 0 Received by me, C. Booker

Sunday attendance Travelling expenses (if chargeable) £ 5 : 5 : 0

Committee's Minute Assigned As now subject

WED 30 JUN 1948



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

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

conditions with satisfactory results.
Certificate of seaworthiness issued.

LB.

Ship class B subject to machinery spaces being repaired - placed in order.

It is submitted that this vessel is eligible to remain as **CLASSED**.

Subject to machinery space work being completed

[Signature]

26.6.48.



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