

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

(Received at London Office.

27 OCT 1941

Date of writing Report 11th April, 1941. When handed in at Local Office 11th April, 1941. Port of Singapore.

No. in Survey held at Singapore (Seletar) Date First Survey 27th March, Last Survey 10th April, 1941.

on the Machinery of the S.S. "FRANCOL". (No. of Visits 2.)

Gross 2607. Vessel built at Hull. By whom Earle's Co. Ltd. Year. Month. 1917 - 12.
Net 963. Engines made at Hull. By whom Earle's Co. Ltd. When 1917 - 12.
603. Boilers, when made (Main) 1917. (Donkey) -
3. Owners The Admiralty. Owners' Address -
Managers - Port London. Voyage -
200 lbs. If Surveyed Afloat in Dry Dock Seletar Floating Dock. Particulars of Classification (which must be inserted
Donkey Boilers - (State name of Dock.)

st Report No. Port
Particulars of Examination and Repairs (if any) B.S.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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.

Is 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.

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

Was this not done, 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?

What was the latest date of internal examination of each boiler? All 27/3/41. Present condition of funnel Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs/sq"

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. 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? Not fitted. 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? No. Is it fitted with continuous liner? No. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed? If so, state reasons.

Has the shaft now been 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?

What was the 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 5/32"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted Yes.

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.

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

The propeller and outside fastenings examined and found satisfactory.

The three main boilers examined internally and externally together with their safety valves,

all principal mountings, manhole doors and their fastenings and after sundry minor repairs found

satisfactory. The safety valves of the main boilers afterwards adjusted under steam to the above

working pressure. The oil burning installation and the fire extinguishing appliances examined and

found in efficient condition.

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

(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.E.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

CS 3,34, my opinion, to remain as classed and to have the record of B.S. 4,41.

Survey Fee (per Section 29) \$120.00 Fees applied for 10/4/1941
Special Damage or Repair Fee (if any) £ : :
(per Section 29.)
Travelling expenses (if chargeable) \$ 5.00 Received by me, 19

Committee's Minute

Assigned

TUE. 11 NOV 1941

R. H. H.

John R. P. Macdonald
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W1160-009

B. des 3.41 "Held"

It is submitted that
this vessel is eligible for
THE RECORD.

B. 4.41

Jhr
10. 11. 41



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