

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

(Received at London Office FEB 1945)

Date of writing Report 26<sup>th</sup> March 1941 When handed in at Local Office 27.3 19 41 Port of MARSEILLES

No. in Reg. Book 22055 Survey held at MARSEILLES Date, First Survey 12-3-41 Last Survey 26-3-1941  
(No. of Visits 4)

22055 on the Machinery of the Wood, Iron or Steel S/S "CHAMPENOIS" Year. Month.

Tonnage { Gross 3482 Vessel built at Hill on Tees By whom Turner & Co. Ltd. When 1921-6  
Net 1494 Engines made at Cunderland By whom Richardson & Westgarth When 1921

Nominal Horse Power 538 Boilers, when made (Main) 1921 (Donkey) -

No. of Main Boilers 2 Owners Lie. des Bateaux à Vapeur du Nord Managers - (if not already recorded in Appendix to Register Book.)  
Address Port Munkish Voyage -

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lbs 14 Surveyed Afloat or in Dry Dock City dry dock and Marseilles Basin Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers -

Last Report No. PortParticulars of Examination and Repairs (if any) Re - TS & Compl. BS

(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 letters respecting this case.)

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 Yes Not required

Was a damage report made by anyone else? If so, by whom? No.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Centre boiler - Yes

" " Donkey " " " "

If this was not done, state for what reasons? Port and stbd. boilers have previously been exd. (See Mbl. Rpt. N° 10141)

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 Centre boiler 12-3-41

Did the Surveyor examine the Safety Valves of the Main Boiler? Centre boiler Yes To what pressure were they afterwards adjusted under steam? 180 lbs/sq

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Centre boiler - Yes , and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Centre boiler - Yes , and of the Donkey Boilers? -

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? No 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 14-3-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft A fit

Engine parts, when referred to by numbers, should be counted from forward.

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? -

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

NOW DONE for DAMAGE as per Mbl. Rpt. N° 10113.  
Tether placed in drydock; propeller, propeller shaft, sternbush, outside fastenings of sea connections; all crankshaft journals, thrust shafts and intermediate shafts with bearings examined.

DAMAGE REPAIRS: Two slightly distorted propeller blades faired.

Bottom half of lignum vitae in sternbush renewed.

NOW DONE for Compl. BS :- Centre boiler examined throughout together with all mountings, manholes etc. Mountings overhauled.  
Safety valves of all boilers afterwards adjusted under steam to the pressure as noted above.

General Observations, Opinion, and Recommendation: The machinery of this vessel so far as seen, is in good condition and is eligible in my opinion, to remain as classed with a fresh record of BS 2, H1 as previously recommended (See Mbl. Rpt. N° 10141) and with a fresh notation of TS. C.K. 3.41.

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 2, H1, R.M.S. 2, H1, & L.M.C. 2, H1, or any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.)

XLMC 140 lb., F.D., &c.)  
CS 3, 34,

Survey Fee (per Section 29) £52  
Special Damage or Repair Fee (if any) £1428  
Travelling expenses (if chargeable) £82

Fees Applied for  
£73. 19 41  
£2338  
Received by me,  
£73. 19 41

O. J. Talbot  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned



No 10161



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Foundation