

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

(Received at London Office)

5 AUG 1941

Date of writing Report 20 April 1941

When handed in at Local Office

19

Port of

Alexandria

No. in Reg. Book. Survey held at Alexandria

Date, First Survey 24 March 1941 Last Survey 29 March 1941

(No. of Visits 3)

74024 on the Machinery of the Wood, Iron or Steel M.V. "Escane"

Tonnage { Gross 1087
Net 529

Nominal Horse Power 198

No. of Main Boilers

No. of Donkey Boilers One

Steam Pressure in Main Boilers

in Donkey Boilers 75 lb.

Vessel built at Hoboken

By whom Soc. Anon. Jhn. Lockenill

Year. Month.

When 1938 6

Engines made at Setaing

By whom Soc. Anon. Jhn. Lockenill

When 1938 5

Boilers, when made (Main)

(Donkey)

1938 5

Owners Soc. Nationale Belge de Trans. Mar. Owners' Address

(if not already recorded in Appendix to Register Book.)

Managers Amersfoort Deppes L. Dens & Co. Port Antwerp Voyage

If Surveyed Afloat or in Dry Dock

Afloat

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A.I. with freeboard 12 4. 40		+ L.M.C. 5.38 T.S. 4.40.C.L.

Last Report No. Port

Particulars of Examination and Repairs (if any) Part C.S. & Damage.

(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

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?

" " Donkey " " "

If this was not done, state for what reasons?

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

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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 screw shaft now been drawn and examined? Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State 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

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 Part C.S. and Machinery damage

Part C.S. Machinery

The following parts now examined:-

Main Engines. N° 2 bylinde cover, valve, cylinders & liners, piston, gudgeons, connecting rod, bottom end brasses & pins.

Auxiliary Machinery. Salt water cooling pumps for Main Engines

Auxiliary generator, 6 cylinder covers & valves, 6 cylinders & liners, 6 pistons, gudgeons & connecting rods.

The following damage alleged to have been caused on the 23 March 1941 whilst attempting to refloat the stranded M.V. "Waimarama" near Rosetta now examined:-

Main Engines. N° 1 & 2 piston heads leaking.

To remove for examination.

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.&M.S. 9, 11, & L.M.C. 9, 11, or

X L.M.C. 140 lb., E.D., &c.)

in my opinion, to remain as classed with fresh record of + L.M.C.C.S. (with date) when the C.S. has been completed & on account of alleged damage, to remain as classed subject to examination of propeller at the next docking.

Survey Fee (per Section 29) £ 5 : 5 : 0

Special Damage or Repair Fee (if any) (per Section 29.) £ 3 : 3 : 0

Travelling expenses (if chargeable) £ : 5 : 0

Fees applied for

29 March 1941

Received by me,

29 March 1941

Committee's Minute

Assigned

FRI. 20 AUG 1941

As now subject

R. C. Bone.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W167-0160

Insert Character of ship and Machinery precisely as in the Register Book

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