

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

(Received at London Office)

25 JUL 1942

Date of Surveying Report 8th July 1942 when needed by authorising Officer  
 Name Survey held at MARSEILLE S.S. 21 - ALDOPIRE MARSEILLES  
 Book No. 14L on the Machinery of the Ship Steel Date First Survey 9-6-42 Lat' Survey 3-7-1942  
 Gross 5088 Vessel built at London 1919-20 (1919-20)  
 Net 8144 Engines made at Greenock By whom N. & N. Ltd. D. B. G. Ltd.  
 Baud. of Power 462 Boilers, when made (Main) 1919 When 1919-6  
 of Main Boilers 3 Owners Nouvelle Cie. d'Acierie Min. 1939 Donker  
 of Donkey Boilers Managers Port Marseille  
 Pressure 180 lbs Surveyed Atport in Dry Dock City drydock + Particulars of Classification which must be inserted  
 on Books - (see Name of Port) Mole. Berth  
 Donkey Boilers - Report No. Port  
 100 A1 LMC 7-41  
 73.2nd.41  
 5.5.1942. No. 517  
 Particulars of Classification which must be inserted  
 previously on the Register Book & Supplements.

Insert Character of Ship and Machinery exactly as in the Register Book

**Details of Examination and Repairs (if any)** 16kg + 850 Rpm. 100 A1 LMC 7-41  
 The surveyor will now be required to inspect and examine in the course of his survey the various parts of machinery and fittings on board, Many of which will be easily removable from the ship due to her narrow and shallow hull. All such parts which are easily removable and which may be removed for examination or repair, should be reported from the surveyor's report, and should be clearly numbered and the name of each part clearly written on the report, and be briefly enumerated at the end of the report. State also the date and manner of removal in this case.

In cases where the surveyor has to make a special survey or inspection he will be required to state whether he offers his services for this purpose, and when.

Surveyor report will be completed after 100 lbs. working.

Surveyor person will go outside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey -

not done, state for what reasons

parts of the ship will not be thoroughly examined

special means in the absence of internal examination were adopted by the surveyor to assure himself of the thorough efficiency of these parts of each boiler?

date of internal examination of each boiler Block & port 9-6-42 Centre 30-6-42 Present condition of funnel(s) Good

Surveyor examine the safety Valves of the Main Boilers Yes To what pressure were they afterwards adjusted under steam? 100 lbs.

Surveyor examine the Safety Valves of Donkey Boilers - To what pressure were the valves afterwards adjusted under steam? -

Surveyor examine all the fittings on the ship and see that they are well secured

Surveyor examine the drain plugs of the Main Boilers Yes and of the Donkey Boilers -

Surveyor examine all the mountings of the Main Boilers No Is no special appliance fitted at the after end of the shaft to prevent it being efficiently secured? -

The shaft will have been drawn and examined if not been changed

Is now fitted with a permanent lock? -

Examination of screw shaft -

Find the distance between the bearing nut of screw shaft and top of after bearing of screw shaft -

Is part, when referred to by numbers, should be counted from forward. Electric light and/or power fitted -

Surveyor examine the generators, motors, switchgear cables and lines -

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

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

DONE :- Turret placed in drydock; propellers, afterend of shaft and outside fastenings of sea connections examined.

:- The three boilers examined throughout together with mountings, manholes etc. Mountings overhauled. Safety valves of all boilers afterwards adjusted to 100 lbs./sq.in.

AIRS :- All bottom manhole door flanges of the three built up with E.W. and door refitted.

Observations, Opinion, and Recommendation :- The machinery of this vessel

is in good condition and is eligible, in my opinion, to remain as classed with a fresh record of 7, H.D.

Section 29	BS. 1800 £1600	Received for
1st Repair 100 (10% of 1800)	for	£1400
2nd Repair 100 (10% of 1400)		10
3rd Repair 100 (10% of 1400)		

FRI 14 AUG 1942

O. Talbot

Engineer Surveyor to Lloyd's Register of Shipping

Insert character required: II on the panel

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Lloyd's Register  
Foundation

8.7.42

10010

W268-0185

BS held

It is submitted that this  
vessel WILL BE capable  
for the record.

BS 7.42.

GDH

12/8/42



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