

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

(Received at London Office)

Date of writing Report

20th July 1939

When handed in at Local Office

20th July 1939

Port of

Bordeaux

No. in Reg. Book

Survey held at

Bordeaux

Date, First Survey

Last Survey

20th July 1939

No. 289 on the Machinery of the

Sc. "SUZON"

Tonnage { Gross 2,239
Net 1,239

Vessel built at Sunderland

By whom S. P. Austin & Son L.

When 1913-5

Nominal Horse Power { 232 NH

Engines made at Bradford

By whom Benier, Darling & Co

When 1919

No. of Main Boilers 2 S.B.

Boilers, when made (Main) 1913 (P) 1919 (Donkey)

Owners' Address

(if not already recorded in Appendix to Register Book)

No. of Donkey Boilers

Managers

Port Antwerp

Voyage Bristol Channel

Steam Pressure in Main Boilers 180 lb.

If Surveyed Afloat or in Dry Dock

Afloat Bordeaux

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

in Donkey Boilers

Last Report No. 5153 Port

Particulars of Examination and Repairs (if any) Compl. B.S.

+100 A. 1.3.38

+L.M.C. 12.36

(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. S. 18.7.39.

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?

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 Both higher to 180 lbs.

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

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

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.

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?

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

Now done. - Safety valves of both main boilers adjusted under steam as above.

Please, refer to Bdx Rpts Nos 5.123 & 5.153. - It was recommended that: Starboard boiler. - about 100 defective plain tubes in the three furnaces be renewed before the end of June 1939; and Port boiler. - One plain tube in starboard and one in port furnace (stopped tubes) and about 100 plain tubes in the three furnaces be renewed before the end of September 1939.

General Observations, Opinion, and Recommendation: - The boilers of this vessel

(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. 2, 11, B.M.S. 2, 11, & L.M.C. 2, 11, & L.M.C. 140 lb., F.D., &c.)

as far as now seen are in safe working condition, and, in my opinion, are eligible to remain as classed and to have fresh record of B.S. 3-39 subject to the above recommendations being dealt with as previously recommended.

Survey Fee (per Section 39) £ :
Special Damage or Repair Fee (if any) (per Section 20) £ :
Travelling expenses (if chargeable) £ :

Fees applied for
19
Received by me,
19

Committee's Minute

Assigned

White City Subject

TUE 25 JUL 1939

Engine Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

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

Is a Certificate required? If so, to be signed by

As completed.

It is submitted that
this vessel is eligible for
THE RECORD.
As 3-39 subject-
to some further tubes being
reviewed before the end of

9-39. vto May 9c.

It is concluded that the
recommendations in the
report should be that the
tubes of both boilers
be dealt with before
the end of 9-39
as per letter meigs
ltr 20/7/39.