

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

APR 22 1940

(Received at London Office)

Date of writing Report 16.4.40 When handed in at Local Office 16.4.40 Port of Marseille

No. in Reg. Book 26970 Survey held at Marseille Date, First Survey 26th March Last Survey 8th April 1940
(No. of Visits 5)

Tonnage } Gross 3124 Vessel built at Sunderland By whom J. Priestman & Co. When 1913 8
Net 1907 Engines made at do. By whom N.E. Mairin Eng. Co Ltd When 1913

Nominal Horse Power 302 Boilers, when made (Main) 1913 (Donkey) 1913
No. of Main Boilers 2 Owners Eugenia & Constance Simatu Owners' Address (if not already recorded in Appendix to Register Book.)
Managers G. Simatu Port Braila Voyage

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat.
Steam Pressure in Main Boilers 180 lbs/sq (State name of Dock.) Marseille Docks.
in Donkey Boilers 100 lbs/sq

Previous Report No. 1532 Port Braila

Particulars of Examination and Repairs (if any) Pe BS & repair

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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.

Where 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? Yes. Star boiler.

Do the same for Donkey Boilers? No.

If this was not done, state for what reasons? Port & donkey boilers not prepared for survey.

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?

State latest date of internal examination of each boiler Star 26-3-40. Present condition of funnel Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. Star boiler To what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? No. 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. Star boiler and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Yes. Star boiler and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No 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 the 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.

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 To complete the boiler survey the port & donkey boilers remain to be examined in their entirety & the safety valves of all boilers adjusted under steam. Now done. Star boiler examined externally & internally with all doors, fastenings & mountings.

Note: The front end plate was found to be grooved internally in way of the under side of the centre furnace and also corroded externally in way of the hull plate flanging at the bottom of the boiler. It was recommended that this plate be scrapped & part renewed but owing to the congested condition of the port the repair could not be executed. The defects were cut out & electrically welded.

The boiler tested by hydraulic pressure to 180 lbs/sq found satisfactory. Certificate issued to the Owners & copy herewith.

General Observations, Opinion, and Recommendation: The machinery of this vessel is now seen is eligible, in my opinion, to remain as now classed with fresh record of BS 3.40 when the port & donkey boilers have been examined & the safety valves of all boilers adjusted under steam, subject to the E.R. repair on the front end plate of the starboard boiler being examined before the end of June, 1940.

Survey Fee (per Section 29) £ 564-/- Fees applied for 9.4.40
Special Damage or Repair Fee (if any) £ 940-/- Total 1609-/-
(per Section 29.) Received by me, 40.
Travelling expenses (if chargeable) £ 105-/- 9.4.40

Committee's Minute Assigned 4 As now subject

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned or expired.	Machinery and Boiler Survey (including date of N.B. if any).
+100A1	6.39.	+LMC 45 9.38
SS Braila 2nd N:3-9.38		BS 4.39.
		T.S(L) 6.38.

DAVID BATTENS HAS FITTED



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

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

E. Marlborough 20
Engineer Surveyor to Lloyd's Register of Shipping.

TUE 7 JAN 1941

Lloyd's Register Foundation