Rpt. 9.

No. 24407

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

(Received at London Office OCT 12 1940)

Date of writing Report 10/10/1940 When handed in at Local Office 10/10/1940 Port of BARRY.

No. in Reg. Book. 78675 Survey held at BARRY. Date, First Survey 6/9/40 Last Survey 9/10/1940 (No. of Visits 6.)

on the Machinery of the ~~Wood, Iron or~~ Steel S/S MACEDONIER

Tonnage { Gross 5227 Net 3231

Nominal Horse Power { 567

No. of Main Boilers 3

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 200 lb

in Donkey Boilers ✓

Vessel built at GLASGOW By whom LLOYD ROYAL BELGE (Gt. BRITAIN) L^TD When Year 1921 Month 4

Engines made at GLASGOW By whom DUNSMUIR & JACKSON, L^TD When 1921

Boilers, when made (Main) 1921 (Donkey) ✓

Owners CIE. MARITIME BELGE (LLOYD ROYAL) S.A. Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers AGENCE MARITIME INTERNATIONALE Port ANTWERP Voyage ✓

If Surveyed Afloat ~~or~~ AND in Dry Dock BARRY & GRAVING DOCKS (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 A1 6·39		✠LMC 8·37
SS. ANT. Nº 3 - 8·33		BS 6·39
SS. ANT. Nº 1 - 37		IS 6·39 CL
		(P)

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

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) DKG, 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 ✓

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 ✓

" " 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 (STBD) 6-9-40, (PORT) 11-9-40, (CRE) 20-9-40 Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 200 lb/□"

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? yes, 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? yes, and of the Donkey Boilers? ✓

Has 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? no

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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft 3/32"

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 COMPLETE

NOW DONE: Propeller and all outside fastenings examined and found or placed in good condition.

FOR BS: the 3 main boilers with their mountings opened out and examined internally and externally. Their safety valves were then adjusted under steam to the above pressure.

REPAIRS: PORT BOILER: main and superheat stop valve seats, and aux. check valve seat renewed.

CENTRE BOILER: main check valve seat and lid renewed

STBD. BOILER: 5 plain tubes renewed, superheat stop valve seats renewed, and landing cracks in furnace gourlay neck seams welded. Sundry minor repairs to mountings effected.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed and to have fresh record of BS 10.40

(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.&H.S. 9,11, ✠L.M.C. 9,11, or ✠LMC CS 3,34, 140 lb., F.D., &c.)

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

Survey Fee (per Section 29) BS £ 4 : 0 : 0

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

Travelling expenses (if chargeable) £ : :

Fees applied for 10/10/1940 BS

Received by me, 19

John Guthrie
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 25 OCT 1940

Committee's Minute BS 10.40

Assigned

W51-0223

B.J. due 6.40 Held
minor repairs effected

It is submitted that
this vessel is eligible for
THE RECORD.

B.J. 10.40

Hm.
23.10.40