

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

(Received at London Office)

23 JAN 1958

Date of writing Report 21st Jan 1958 When handed in at Local Office 21st January 1958 Port of Bordeaux

Survey held at Pauillac Date First Survey and Last Survey 15th Jan 1958 (No. of Visits 1)

45 on the Machinery of the Wood, Iron or Steel M/T "EI MIRIO"

Gross 8131 Vessel built at Glasgow By whom Blythswood S. B. Co. Ltd. When 1930 9
Net 4848 Engines made at Greenock By whom J. P. Kincaid & Co. Ltd. When 1930 9
Boilers, when made (Main) (Donkey) 1930
Main Boilers Owners Lobitas Oilfields Ltd. Owners' Address
Managers B. T. Bowring & Co. Ltd. Port London Voyage Newport via Rouen

Donkey Boilers 2 Pressure— Main Boilers Donkey Boilers 180 lb. Report No. 2940 Port Bnk

Particulars of Examination and Repairs (if any) Machinery Damage

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

Table with columns HULL and MACHINERY. HULL: +100A1 carrying Petroleum in bulk, 1.57, ss. Grk. 1.57, (Dr) 8.52. MACHINERY: +I.M.C, CS 1.57, Bl. d. 1.57, C.I. 2.55

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?

Test date of internal examination of each boiler Present condition of funnel(s)

Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

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

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Damage to the No. 7 cylinder

injector stated to have been sustained on the 28th December 1957 while on a voyage from Bardon (Venezuela) to Pauillac (Gironde) - (Cause unknown)

No. 7 cylinder: It was stated by the Chief Engineer that the injector having been blocked the No. 7 cylinder was disconnected. Attempts were made to remove the injector but failed.

Chief Engineer stated that the engine had worked satisfactorily between the 28th December 1957 and the vessel's arrival at Pauillac on the 14th January 1958.

As no repairs could be carried out before the vessel's departure it was recommended that the No. 7 injector should be renewed, after the vessel has been gas freed, on her arrival at Newport (U.K.) where she is now bound, via Rouen. The Cardiff Surveyors have been advised.

Please refer to copy of Sub. Cert. B1 forwarded herewith.

General Observations, Opinion, and Recommendation:— (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, etc.)

The machinery of this vessel as far as now seen is in safe working condition and eligible in my opinion, to remain so classed without fresh record of survey, subject to the No. 7 cylinder injector being renewed on the vessel's arrival at Newport (U.K.) where she is now bound, via Rouen.

Fee (per Section 23) £ : : Fees applied for, 16. 1. 1958
Damage or Repair Fee (if any) £n. 14. 500 £n. 19. 670
Expenses (if chargeable) £n. 0. 500 Received by me, 19
Bases £n. 1. 670

Signature's Minute As raw subject TUESDAY - 4 FEB 1958

L. J. Fordaday 2000 Engineer Surveyor to Lloyd's Register of Shipping.

