

## REPORT OF SURVEY FOR REPAIRS, &amp;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  
 in Book. Survey held at Pauillac Date First Survey and Last Survey 15th Jan 1958  
 (No. of Visits 1)

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

Gross 8131  
 Net 4848

Vessel built at Glasgow

By whom Blythswood S.B. Co. Ltd.

Year. Month.

When 1930 9

Engines made at Greenock

By whom J.P. Kincaid &amp; Co. Ltd.

When 1930 9

Boilers, when made (Main)

(Donkey) 1930

Main Boilers

Owners Lobitos Oilfields Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port London

Voyage Newport via Rouen

Donkey Boilers 2

Managers B.T. Bowring &amp; Co. Ltd.

Pressure—

If Surveyed Afloat or in Dry Dock afloat

(State name of Dock.)

Pauillac

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

Report No. 2240

Port

BNK

Particulars of Examination and Repairs (if any) Machinery Damage

ical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case

ge cases where the Surveyor has not made a special damage report he is required to state whether he offered his

ices for this purpose, and why they were declined

amage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey " " "

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

pecial means, in the absence of internal examination, were adopted by the

oyor 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 the drain plugs 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?

ift now been changed?

If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

proved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

bush

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

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

parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done

ector stated to have been sustained on the 28th December 1957 while on a voyage from

into Bardon (Venezuela) to Pauillac (Gironde) - (Cause unknown).

ow found.

o 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

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

is now bound, via Rouen. The Cardiff Surveyors have been advised.

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

ral 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.)

he machinery of this vessel as far as now seen is in safe working condition and eligible

my opinion, to remain so classed without fresh record of survey, subject to the No. 7 Cylinder

ector 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

(per Section 23.)

ng expenses (if chargeable) £n. 0. 500 Received by me, ✓ 19

Boxes £n. 1. 670

Committee's Minute

igned

As raw subject

TUESDAY - 4 FEB 1958

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

002798-002807-0205

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