

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

(Received at London Office 25 JUN 1949)

Writing Report 23-6-49 When handed in at Local Office 23-6-49 Port of Antwerp
Survey held at Antwerp Date First Survey 23/5/49 Last Survey 4/6/49
(No. of Visits 10)

495 on the Machinery of the Wood, Iron or Steel **S.S. SOCRATES**
Gross Tonnage 4409 Vessel built at Chester Pa. By whom Merchant S.B. Corp. Year 1921-3
Net Tonnage 4580 Engines made at Essington Pa. By whom Westinghouse Electric Mfg Co. When 1921
Nominal Horse Power 930 Boilers, when made (Main) 1921 (Donkey)
of Main Boilers 4 Owners Soc Industrial Maritima Financiera Union Panama S.A. Owners' Address
of Donkey Boilers 1 Managers C. Konialidi (if not already recorded in Appendix to Register Book.)
Steam Pressure 220lb Port Panama Voyage
Main Boilers 220lb
Donkey Boilers 1
Surveyed Afloat & in Dry Dock 407 berth + No P.D.D.
(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)
+100A1 shelter dk		+LMC
with fuelboard 10-48		MS 4-46
SS. 580. L ¹ No 3-6-45		BS 10-48
Fitted for oil fuel	3-21	TSCL 10-48
		FP above 150°F.

D.B. not to be used

Particulars of Examination and Repairs (if any) **Damage Part LMC + Limit**

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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 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. **Yes. Not Req'd.**

Has a special damage report made by anyone else? If so, by whom? **Mr. Carson for S.A.**

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

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

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?

What is the latest date of internal examination of each boiler?

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 the screw shaft now been drawn and examined? **Yes** Has it a continuous liner? **Yes** Is an approved oil retaining appliance fitted at the after end? **No**

Has the shaft now been changed? **No** If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft **24/5/49** State the wear down in the bush **2.5mm.**

Is electric light and/or power fitted? **Yes** If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? **No**

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? **No**

Where the survey is not complete, state what arrangements have been made for its completion and what remains to be done. **(See Page 2)**

Damage stated to have been caused by the propeller fouling the anchor cable of the M.V. Glamis (at anchor) in the River Thames on May 16th 1949 whilst on a passage from London to Lulia. See also interim Cert issued London on 19th May 1949. Done:— Vessel placed in dry dock, propeller and outside fastenings examined. Propeller removed, examined and found in order. Screw shaft tested for truth in place and found true, drawn in, examined and found in order. LP Turbines, gearing, thrust and intermediate shafting examined. Turbine thrust pad levelling blocks found broken and now renewed. Main engines subsequently tried under working conditions were found to be satisfactory. List. The Main Circulating pump impeller casing opened up and examined. Considered efficient for the meantime but it is recommended that this be renewed before the end of June 1950. (12 months Limit) See Page 2.

Observations, Opinion, and Recommendation:— The Machinery of this Vessel is in safe working order and eligible in my opinion to remain as classed and to have fresh survey + LMC 5-49 on completion of the survey. Notation of screw shaft CL 5-49. The class being subject to the Main Circulating pump being renewed before the end of June 1950. (D.B. not to be used).

(per Section 29) Frs. 6360 - Fees applied for 14-6-1949
Damage of Repair Fee (if any) Frs. 10600 -
Attendance Frs. 600 -
Expenses (if chargeable) Frs. 825 -
Received by me, 15-6-1949

H.B. Murray
Engineer Surveyor to Lloyd's Register of Shipping.

Attorney's Minute TUES. 12 JUL 1949
As now subject S. 5.49



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

S. S. SOCRATES:-

The owners request that the following parts now seen for damage be counted for LMC Survey due 6.49 in my opinion merits approval.

HP & LP Turbines casings, gearing, thrust and intermediate shafting.

A selected number of main & auxiliary steam pipes over 3" dia bore were also removed at this time, stripped of lagging, examined & tested to twice the working pressure (steel pipes)

The HP Turbine ahead lower nozzle plate and impulse wheel lower reaction blading were found to be badly worn and it is recommended that these be renewed before the completion of the survey.

To complete the LMC Survey, all the rule requirements remain to be carried out with the exception of the examination of the parts now examined and the repairs recommended above are also to be carried out to the HP Turbine.

H. C. Murray



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