

COPY.

# Floyd's Register of Shipping.

Port LISBON.

22nd. March 1933.

D.32.

This is to Certify that

G.T.B. SCULLARD,

The undersigned Surveyor to this Society did at the request of the Local Agents and Master, on the 7th. instant proceed aboard the Russian Motor Vessel "ENUKIDSE", 3908 tons gross of Odessa, to make an examination of the nature and extent of the damage to the donkey boilers, when on a voyage from U.K. to Black Sea. It was stated that on the 4th. instant at about 1p.m. the furnace crown of the Port Donkey Boiler was found bulged and at 6 p.m. when off Cape Espichel, the furnace crown of the Starboard Donkey Boiler was found collapsed. Due to several engine room auxiliaries being steam driven and both boilers out of commission, the vessel drifted towards the coast and anchored off Cape Espichel at 7 a.m. on the 5th. instant. Steam was supplied to the windlass by a Lisbon Harbour Board Tug for lifting the anchors, the vessel was then towed to Lisbon and anchored at 9 a.m. on the 6th. in the river.

(For further particulars please see Log Book.)

FOUND:-

Furnace crown of Starbd. Boiler completely collapsed and that the Port Boiler with two small and three larger bulges. Large amount of salt and scale throughout both boilers.

RECOMMENDED:-

Furnace crown of Starbd. Boiler beyond repair. Port boiler to be thoroughly cleaned and repairs to be carried out as follows:-

(OVER)

is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

The Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other of the Society, or or any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents

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M/V. "ENUKIDSE".

FOUND:-Contd.

Water in hotwell salted.

Condenser under test. One tube leaking badly, two slightly and about 50% of ferrules leaky. On removal one tube found with a 9" split at one end.

Condenser under test and satisfactory.

The division plates of both condenser doors corroded and wasted.

Water in engine room above tank-top and sounding pipes of N<sup>o</sup>4 Port (Boiler feed water) and N<sup>o</sup>5 (Piston cooling water) double bottom tanks. Both tanks washed out and partly cleaned.

Boiler under water test of 150 lbs. pressure. Furnace repairs, smoke box and combustion chamber examined; all satisfactory.

Boiler under steam, examined furnace repairs & boiler externally and found satisfactory.

Machinery and auxiliaries inspected under working conditions.

RECOMMENDED:-Contd.

In the bottom of the largest bulge a groove 3/4" wide to be cut and the other bulges faired. The largest bulge to be faired, the groove electric welded and the weld to be bridged by four double girders of 5/8" plate, each with 4 studs 1", screwed fine thread through furnace crown and well caulked on both sides. All tubes to be expanded and on completion of repairs boiler to be tested to 150 lbs. water pressure.

Condenser to be opened up and tested.

The three leaky tubes to be renewed, all leaky ferrules repacked and condenser retested.

Joggled plates to be made, fitted to existing part of division plates and machined for joint to tube plates.

Tanks to be thoroughly cleaned on arrival Home Port (Odessa); and longer sounding pipes to be fitted. Water from the deep tanks to be used for boiler feed to Odessa.

Water to be lowered in boiler to half glass and lit up.

Working pressure to be reduced to 100 lbs and the safety valves have been adjusted accordingly under steam.

Furnaces of both boilers to be renewed on arrival Odessa.

(Signed) G.T.B. Scullard.

Surveyor to Lloyd's Register of Shipping.

Fees & expenses:-2420\$00 Esc:



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