

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

(Received at London Office)

Date of writing Report Aug. 25th. 41 When handed in at Local Office Aug. 25th. 41 Port of Halifax, Nova Scotia,
 No. in Survey held at Halifax, Nova Scotia. Date, First Survey Aug. 6th. Last Survey Aug. 8th 1941
 Reg. Book. 82795 on the Machinery of the Wood Iron or Steel single screw steamship "SAN FLORENTINO,"
 Gross 12842 Vessel built at Newcastle. By whom Swan Hunter & Wigham Rich. When 1919 4
 Net 8107 Engines made at Newcastle Slipway & Eng. By whom Wallsend Slipway & Eng. When 1919
 Nominal Horse Power 958 Boilers, when made (Main) 1919 (Donkey) -
 No. of Main Boilers 5 Owners Eagle Oil and Shipping Co.. Owners' Address London.
 (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers - Managers ----- Port London. Voyage United Kingdom.
 Steam Pressure in Main Boilers 220 If Surveyed Afloat or in Dry Dock Afloat.
 in Donkey Boilers - (State name of Dock.)

Last Report No. ----- Port -----
 Particulars of Examination and Repairs (if any) Boiler repairs.

Periodical surveys, when held, must be reported in detail and verbatim 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.

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?

" " Donkey " " "

this was not done, state for what reasons?

Did what parts of the Boilers could not be thus thoroughly examined?

So 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 After Port;

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner?

State date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

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?

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done Complete.

NOW DONE:- Examined the After Port Boiler internally and externally for defects arising due to shortage of water and it's consequent overheating. (It was stated that there had been a shortage of water in the boiler concerned.)

REPAIRS:- All plain tubes expanded.

All stay tubes caulked.

55 combustion chamber stay nuts removed and stays caulked.

32 combustion chamber crown stays nuts removed and stays caulked.

All seams between wrapper plates and chamber end plates caulked.

Many rivets in way of combustion chambers caulked.

The boiler was afterwards subjected to a suitable hydraulic test and found satisfactory, it was stated by the repairers, but this test was not seen by a Surveyor from this office as originally recommended, the vessel sailing without further examination. In view of this, it is recommended that the After Port Boiler be either tested or further examined within three months of date.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as seen,

(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.S.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

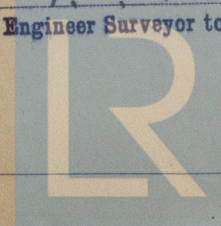
in safe working condition, and eligible in my opinion, to be retained as classed without fresh re-survey, subject to the machinery survey being completed, and to the After Port boiler being tested or further examined within three months of the above date.

Survey Fee (per Section 29) £ : : Fees applied for Aug. 25th. 41.
 Special Damage or Repair Fee (if any) \$50.00 :
 (per Section 29.)
 Late Fee:— \$10.00 :
 Travelling expenses (if chargeable) \$01.00 :
 Received by me, 19

Committee's Minute FRI. 10 OCT 1941

Assigned HS

AW Kobbay
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register

W128-0103

W128-0105

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

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

Repairs to a Boiler.

It is submitted that
this vessel is eligible
for a grant of £10,000.

GA
6/10/41

