

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

(Received at London Office

19 MAY 1941)

Date of writing Report 15-5-41 When handed in at Local Office 15-5-41 Port of Belfast

No. in Survey held at Dublin Date First Survey 30-12-40 Last Survey 28-4-1941

eg. Book. 3215 on the Machinery of the Wood, Iron or Steel S.S. Duiphys (No. of Visits 2)

Gross 4240 Vessel built at Sunderland By whom W. Pickering &amp; Sons, Ltd. When 1917 3

Net 2661 Engines made at Sunderland By whom G. Dickinson &amp; Sons, Ltd. When 1917

Nominal 46 1/2 Boilers, when made (Main) 1917 (Donkey) ✓

No. of Main Boilers 3 Owners U. G. Pateras Owners' Address ✓

No. of Donkey Boilers ✓ Managers ✓ Port Chios Voyage ✓

Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Box Alexandra D.D. Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

in Donkey Boilers ✓

ast Report No. Port Docking for

Particulars of Examination and Repairs (if any) Damage

Periodical Surveys, when held, must be reported in detail and seriatim 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.

In 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

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

Also 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. Present condition of funnel(s).

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? 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? No Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons.

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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. 7/32"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted

So, 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?

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

Now done:- Vessel in dry dock, propeller, aft end of stern tube and outside fastenings of sea connections examined.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel as now

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

seen is in good condition & eligible in my opinion to remain as classed without fresh record of Survey.

Survey Fee (per Section 29) £ : Fees applied for 19.  
Special Damage or Repair Fee (if any) £ : Received by me, 19.  
(per Section 29.)  
Travelling expenses (if chargeable) £ :

Committee's Minute FRI. 6 JUN 1941

Assigned Ad now

T.R. Muntton  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation  
W26-0165

It is intended that  
this vessel is eligible to  
remain at CLISSND.

SA

4/6/41



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