

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

(Received at London Office)

AUG 12 1940

Date of writing Report *14<sup>th</sup> June 1940* When handed in at Local Office *14<sup>th</sup> June 1940* Port of *BOURDEAUX*

No. in Survey held at *LA PALlice* Date, First Survey and Last Survey *11-6-1936*  
(No. of Visits *1*)

*1405* on the Machinery of the *Wood, Iron or Steel* *S/S "ADAMANTIOS"*

Gross Tonnage *4224* Vessel built at *T. Newcastle* By whom *W. Gray & Co. Ltd.* When *1915-11*

Net Tonnage *2694* Engines made at *do.* By whom *Gen. Mas. Eng. Works* When *1915*

Nominal Horse Power *380* Boilers, when made (Main) *1915* (Donkey) *1915*

No. of Main Boilers *2* Owners *Adamas P. O. Co. Ltd.* Owners' Address *Port Vicent* Voyage *WRECK SECTION 432*

No. of Donkey Boilers *1* Managers *do.* If Surveyed Afloat or in Dry Dock *Sea Pallice*  
(State name of Dock.)

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

Previous Report No. *9190 Port Bbo*

Particulars of Examination and Repairs (if any) *Part. 45*

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 a/cases 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?

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

If this was not done, state for what reasons? *As stated the B.S. was completed at "Billbas"*

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 these parts of each Boiler?

State the 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? *Not adjusted*

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? *Not adjusted*

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 the 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 the 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 *Afloat*

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

Has the Surveyor examined the generators, meters, 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 *To complete the LMC 45, all*

*the Rule requirements remain to be carried out except the parts previously*

*examined and those mentioned hereunder. As stated the survey will*

*be completed at first convenient opportunity.*

*WORK DONE.*

*Pumping arrangements examined and found in good condition.*

## General 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, &c.; thus, for example, E.S. 9, 11, E.M.S. 9, 11, L.M.C. 9, 11, or R.L.H.C. 140 lb., F.D., &c.)

*As at seen, is in good condition and is eligible, in my opinion, to*

*remain as classed and to have a fresh record of LMC 45, with*

*suitable date on completion of the survey.*

Survey Fee (per Section 29) *Part. 45* £ *35.00*

Special Damage or Repair Fee (if any) (per Section 29.) £

Travelling expenses (if chargeable) £

Committee's Minute *Assigned* *Deferred*

Fees applied for  
14. 6. 1940  
£ 30. 35. 00  
Received by me,  
19

*J. J. Talbot*  
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

Vessel sunk.

Submitted to action  
required.

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18/8/20



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