

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

(Received at London Office)

JUL 23 1940

of writing Report: 13<sup>th</sup> June 1940 When handed in at Local Office 13<sup>th</sup> June 1940 Port of Bilbao  
 Survey held at Bilbao Date, First Survey 31<sup>st</sup> May Last Survey 4<sup>th</sup> June 1940  
 on the Machinery of the ~~Wood, Iron or Steel~~ SS "MOUNT-HYMETTUS" (No. of Visits 5)

Gross 5820 Vessel built at St. Nazaire By whom Atth. & Ch. de St. Nazaire Penhoat When 1921-3  
 Net 3558 Engines made at - do - By whom - do - When 1921  
 Main Boilers 3 Boilers, when made (Main) 1921 (Donkey) ✓  
 Owners J. A. Cosmetto & Kukulundis Shipping Owners' Address as recorded  
 Managers Port Syra Voyage  
 If Surveyed Afloat or in Dry Dock both  
 (State name of Dock.) Eustalduna

Report No. ✓ Port ✓

## Particulars of Examination and Repairs (if any) BS & TS

Special Surveys, when held, must be reported in detail and seriation in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and the nature and extent of the damage, if any, should be stated. State also the nature and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom? ✓

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

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

Where a survey was not done, state for what reasons? ✓

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? ✓

Latest date of internal examination of each boiler Port 31<sup>st</sup> 5-40 Starbd 1-6-40 Centre 4-6-40 Present condition of funnel good

Has the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 178 lbs/□"

Has the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes , and of the Donkey Boilers? ✓

Has the Surveyor examine the drain plugs of the Main Boilers? yes , and of the Donkey Boilers? ✓

Has the Surveyor examine all the mountings of the Main Boilers? yes , and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes 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? NO 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? ✓

Latest date of examination of Screw Shaft 6-6-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5 7/8"

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

Has 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? ✓

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

Now done:- Vessel placed in dry dock. Propeller & outside fastenings examined and found satisfactory. The working cast iron propeller has been changed now by an old spare 200 blades made of bronze, same have been examined and found satisfactory. The cast iron propeller with the 4 blades fitted at the back, has been placed on board as an spare one.

Tail shaft (CL) drawn in examined, also examined as per S.R.L. at joints of liners, found the white metal at the fore end joint in very good condition, but the after end joint white metal slightly pitted. Same have been removed, joint examined and found satisfactory, new white metal has been placed to this joint. Recommended that Tail shaft at joints of liners to be examined 2 years (6.42) P.T.O

General Observations, Opinion, and Recommendation:- The machinery of this Vessel  
 (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. 2, 11, B.S. 2, 11, L.M.C. 2, 11, or L.M.C. 140 lb., F.D., &c.)

as far as now seen is in a good and efficient condition, eligible in my opinion to remain as classed with fresh record of BS. 6.40  
Tail shaft seen (CL) 6.40 subject to same be examined again in 2 years from now 6.42

Survey Fee (per Section 29) BS & TS £ 600.00 Fees applied for 19  
 Special Damage or Repair Fee (if any) £ 300.00 Received by me, 19  
 Travelling expenses (if chargeable) £ 8.00

Committee's Minute TUE 13 AUG 1940  
 Assigned 6.40

J. A. Cosmetto & Kukulundis Shipping  
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation  
 W59-0008 (1/2)

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

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



It is submitted that  
this vessel is eligible for  
THE RECORD. BS 640

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*L. J.*

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7294

$2 \cdot 2 = 4$   
 $3 \cdot 3 = 9$   
 $4 \cdot 4 = 16$   
 $5 \cdot 5 = 25$   
 $6 \cdot 6 = 36$   
 $7 \cdot 7 = 49$   
 $8 \cdot 8 = 64$   
 $9 \cdot 9 = 81$   
 $10 \cdot 10 = 100$

T. 9 (S. 2. 2) Mary's Inn  
 1867 1/4 P. 100

The party was, I thought, not very large, but  
 a very fine thing to do for the first time.

Sept 30. 1882 and so hereinafter only, hereinafter in words (10) Sept 30  
and hereinafter here in this of here and at so before this at down, said  
here, here and here and, said Sept 30 here this and so

are kept as a part of

*Adelpha* ♂♂  
about at a distance from the settlement all the time and were undoubtedly more often observed than if several had been present.

A vertical strip of aged, yellowed paper with a dark, textured background. The paper shows signs of wear, including creases and discoloration. The dark background has a fine, woven texture. At the bottom, the word "ister" is partially visible in a light blue font.



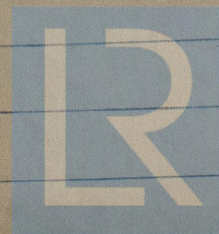
## SS. "MOUNT HYMETTUS"

The three main boilers examined throughout safety valves and all mountings opened out ground in examined & found satisfactory after recommended repairs done as under

All safety valves adjusted under steam as above

Repairs now done:- Starboard main boiler:- Lower combustion chamber 2 screw stays renewed at the back end plate, 10 at the starboard side, side wrapper plate & 2 at the Port side wrapper plate, - Starboard combustion chamber 2 screw stays renewed at the starboard side wrapper plate, - one plain tube also renewed at this combustion chamber.

Adley  
Darrucea



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