

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

(Received at London Office)

JUL 23 1940

of writing Report 13th June 1940 When handed in at Local Office 13th June 1940 Port of Bilbao

Survey held at Bilbao Date, First Survey 31st May Last Survey 8th June 1940

on the Machinery of the ~~Wood, Iron or Steel~~ SS "MOUNT-HYMETTUS" (No. of Visits 5)

Gross 5820 Net 3558 Vessel built at St. Nazaire By whom Atll. & Ch. de St. Nazaire Penhoat When 1921-3

Engines made at - do - By whom - do - When 1921

Boilers, when made (Main) 1921 (Donkey) ✓

Owners J. A. Cosmetto & Kulu Rundo's Shipping Owners' Address as recorded

Managers If Surveyed Afloat or in Dry Dock both (State name of Dock.) Euzalduna

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

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 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

In cases 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? ✓

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

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

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 31st 5-40 Starbd 1-6-40 Centre 4-6-40 Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 178 lbs/0"

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? yes, and of the Donkey Boilers? ✓

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

Did 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 vite 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

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 BS complete

Work done:- Vessel placed in dry-dock. Propeller & outside fastenings examined and found satisfactory. The working cast iron propeller has been changed now for an old spare two 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 a 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.&M.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 so 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 500.00 TS 300.00 Fees applied for 19

Special Damage or Repair Fee (if any) £ Received by me, 19

Travelling expenses (if chargeable) £

Committee's Minute signed

TUE 13 AUG 1940

6.40

J. J. de Rans
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W59-0008 (1/2)

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

This Certificate required if so, to be sent to

BS on 1.40 held.
Peru shape examined & profiles
changed.

It is submitted that
this vessel is eligible for
THE RECORD, BS 6.40.

SCREW ON ST FITTED
WITH POINTED O.L.

8/8/40
[Signature]

BS 6.40
BS 6.40
[Handwritten notes and signatures]

BS 6.40
BS 6.40
[Handwritten notes]



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*



© 2021

Lloyd's Register Foundation