

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

25 DEC 1941)

Date of writing Report 12-12

1941

When handed in at Local Office

13 DEC 1941

Port of

LIVERPOOL

No. in

Survey held at Birkenhead

Date First Survey 6-12-41

Last Survey

11-12-1941

(No. of Visits 3)

31596 on the Machinery of the Wood, Iron or Steel

SAN DEMETRIO.

Gross 8073
Net 4815Vessel built at GlasgowBy whom Blythwood & Co. Ltd. When 1938-12

Nominal Horse Power 502

Engines made at Eng.By whom J. S. Kencair & Co. Ltd. When 1938

No. of Main Boilers

Boilers, when made (Main) Oil Engine

(Donkey)

No. of Donkey Boilers 2

Owners Bagle Oil & Shipping Co. Ltd.

Owners' Address

Steam Pressure

Managers

(if not already recorded in Appendix to Register Book.)

In Main Boilers

Is Surveyed Afloat or in Dry Dock 6 lovens & Co.Port London Voyage

In Donkey Boilers 80

(State name of Dock.)

Last Report No.

Port

Particulars of Examination and Repairs (if any) Eng. & B.S.

Periodical Surveys, when held, must be reported in detail and serially 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 " " " "

Was this 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?

State latest date of internal examination of each boiler

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?

Was the screw shaft now been drawn and examined?

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?

Is the shaft now been changed?

If so, state reasons

Is 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

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?

Was 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

Repair licence to 6063.

How Done:- Vessel placed in dry dock, propped, after end of screw shaft & fastenings of the sea connections examined.

CS:- The following machinery opened up examined found or placed in good condition:-

Los 6 & 7 Main Engine cylinders, pistons, rods, leads, valves & valve gear

Los 6 & 7 Main Engine crank pins & brasses, Los 3 & 8 Main journals & brasses

Main engine clutch driven sea water jacket cooling pump.

The 2 (upper & lower) starting air receivers internally with mountings.

Repairs (W & D):- Jacket cooling water pump screw shafts worn in way of ball races, shafts now built up & new ball races fitted. Laundry minor repairs.

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

(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. 0, 11, D.M.S. 0, 11, & L.M.C. 0, 11, or

*L.M.C. 140 lb., F.D., &c.)

for as seen is in a good & efficient condition & eligible in my opinion to remain as

classified with fresh record of L.M.C. (CS) with date of completion.

Survey Fee (per Section 29) £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : 19

Travelling expenses (if chargeable) £ : : Received by me,

LIVERPOOL 23 DEC 1941

Committee's Minute

Assigned

J. A. Lindley

Engineer Surveyor to Lloyd's Register of Shipping.

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

31. 12. 41

Unit 3