

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

(Received at London Office 19 NOV 1953)

Date of writing Report 5.11.53 When handed in at Local Office 19 Port of Piraeus

No in Reg. Book. Survey held at Piraeus Date First Survey 18.9.52 Last Survey 27.10.53 (No. of Visits 21)

7635 on the Machinery of the ~~Waxholm~~ Steel S.S. "DIMITRIOS INGLESSIS"

Gross 5275 Vessel built at Sunderland By whom Sunderland S.B.Co.Ld. Year 1918 Month 12  
 Net 3220 Engines made at Stockton By whom Blair & Co.Ld. (Donkey)  
 As Per Rule Boilers, when made (Main)  
 of Main Boilers 3 Owners D. Inglessis Fils S.A.Nav.de Samos Owners' Address  
 of Donkey Boilers Managers Jinton Shipbrokers Ltd. Port Samos Voyage  
 Steam Pressure 180 lb. If Surveyed Afloat or in Dry Dock Both  
 Main Boilers Govt.Graving Dock.  
 Donkey Boilers

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

HULL	MACHINERY
BS*	MBS* 8,48
10,51	BlrS 11,50
ssSch. - 8,48	msp 1,46
A.S. 10,51	CL 10,51

Particulars of Examination and Repairs (if any) Special Survey Machinery.  
 Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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.

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.

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 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - 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? - 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 Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? No

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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush Close fit Is electric light apparatus fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Special Survey of Machinery.  
 done:  
 vessel was placed on the Government Graving Dock.  
 propeller and sea connections and fastenings were examined and found in good condition.  
 pumps and pumping arrangements including valves,cocks,pipes and strainers were examined and found placed in efficient condition. Bilge injection opened up and examined.  
 shafts including the propeller shaft,thrust block,main and tunnel bearings (evaporator not in) and steering machinery were opened out for examination and found or placed in good condition.  
 main engine and auxiliary machinery were opened up complete and found or placed in efficient condition.  
 main condenser and auxiliary condenser were opened up,cleaned,tested and found or made tight.  
 main steam pipes and auxiliary steam pipes (over 3" bore) were examined externally tested in place to 360 lbs./sq.in.and found in good condition. Continued/....

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, etc.)

Machinery of this vessel, as now seen, is in good and efficient condition and eligible in my opinion to remain as now classed in the Register Book,with fresh records of MBS\* 10,53 Blr.S.10,53 last Docking date 10,53 and notation of "Fitted for oil fuel 10,53 F.P. above 150° F", msp 10,53.

Fee (per Section 23) 207 £217.10.0  
 Repair Fee (if any) (per Section 23.) £ 50. 0.0  
 Expenses (if chargeable) £ 4. 0.0  
 Stamps 6

Fees applied for, 27.10.1953  
 Received by me, 19

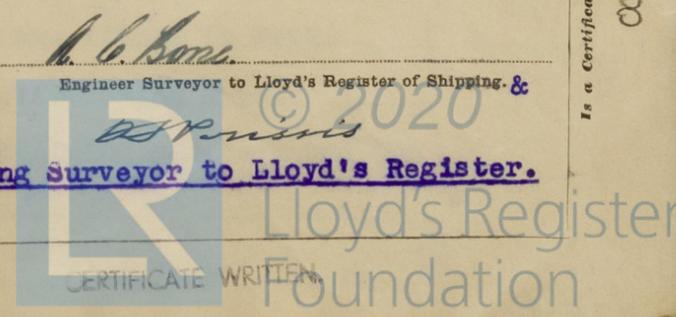
THURSDAY 10 DEC 1953

Acting Surveyor to Lloyd's Register.

MBS\* 10,53 without repl. con.  
 BlrS 10,53 M.S.P. 10,53  
 S. 10,53  
 Fitted for oil fuel 10,53 F.P. above 150° F

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

Is a Certificate required? If so, to be sent to 0026 H-0076 19-0106



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The

S.S. "DIMITRIOS INGLESSIS".

The electrical installation was examined, tested under working conditions and found in order.

The fittings and connections on the main switchboard were examined and found in order. Cables were examined as far as practicable and the circuits were found not overfused. The generators were run singly under load and the switches and circuits breakers tested in operation.

The insulation resistance of the dynamos and cables was tested and found to be not less than 100.000 ohms.

Boiler Survey.Now done:

The port centre and starboard boilers were examined internally and externally with mountings and the safety valves adjusted under steam.

Repairs now effected:Port Boiler.

2 wing furnaces renewed.  
9 combustion chamber stays renewed.  
15 plain tubes renewed.

Centre Boiler.

Port, centre and starboard furnaces renewed.  
41 plain tubes renewed.

Starboard Boiler.

2 wing furnaces renewed.  
6 combustion chamber stays renewed.

On completion of above repairs the 3 Boilers were hydraulically tested to 270 lbs. per sq.in. and found tight.

Conversion to Oil Fuel.

Two complete Todd oil fuel units were now supplied from the United Kingdom each unit comprising pressure pump, suction and discharge filters and heater.

One oil fuel transfer pump has also been fitted.

The above items were opened up for examination and found in good condition.

The pumps are not fitted to feed ballast or bilge lines and are controlled from the deck in case of emergency.

The pressure pumps are fitted with escape valves and these were found on test to be in order.

A starting oil fuel unit with heater and hand pump has been fitted, examined, tested and found in order.

The oil fuel pressure pipes of solid drain steel with flanges as per Rules were supplied from the United Kingdom complete ready for fitting and are placed above the platform.

On completion the system was tested as per Rules and found tight.

The suction valves are secured to the tanks and control rods are fitted to deck.

Test cocks are fitted to the settling tanks and are of the self-closing type.

Heating coils (solid drawn steel) are fitted to all tanks containing oil fuel and the exhaust drains are led to <sup>an</sup> observation tank.

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S.S. "DIMITRIOS INGLESIS".

The heating coils were tested as per Rules.

Thermometer pockets are fitted to the deep tanks and settling tanks.

The oil fuel tank suction can be controlled from the deck in the event of an emergency.

A water service pipe is fitted to stokehold and hoses are fitted to supply water in the event of fire.

Perforated steam pipes are fitted under the boilers and oil fuel units and were seen working with control from deck.

Sand in boxes has also been supplied and there is a supply of chemical fire extinguishers on board.

All wood fittings and bearers were removed from the boiler room.

Savealls are fitted to all furnace mouths.

All lead suction pipes have been removed from the boiler and engine room spaces.

The funnel damper has been removed.

The above installation has been completed as per amended plans, examined, tested under working conditions, and passed in order.

The boiler feed pumps have no connection with oil or bilge lines.

Electric lights are fitted under the Boilers ~~and above the floors~~, with all fittings oil tight.

Minor repairs were effected to the Main Engines & Auxiliaries & the machinery including all pumping arrangements tried under steam & found in order.

The screw shaft was examined as it had to be removed owing to excessive wear down.

The bottom half of the stern tube was rewooded at this time.

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