

16 NOV 1953

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 ^{an} observation tank.

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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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