

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

No. 58255

of writing Report 7th. April 1953. When handed in at Local Office 8 April 1953 (Received at London Office 9 APR 1953)
 Survey held at CARDIFF. Date. First Survey Dec. 3rd. Last Survey Mch. 31st. 1953.
 on the Machinery of the ~~Cardiff~~ Steel "DIMITRIOS A. KYDONIEFS". (No. of Visits 17.)

Gross 4862 Vessel built at South Shields. By whom J. Readhead & Sons, Ltd. Year. Month.
 Net 2971 Engines made at South Shields. By whom J. Readhead & Sons, Ltd. When 1926 11
 456 Boilers, when made (Main) 1926 (Donkey) -- When 1926
 Owners N.A. Kydoniefs. Owners' Address --
 Managers -- (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat ~~at Roath Basin & Queens Dock.~~ Port Andros. Voyage --
 (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 CHARACTER. * For Special Survey. Date of last Survey and of Periodical Surveys. Years assigned now expired. Machinery and Boiler Surveys (including date of N.B., if any).
 100 A1 LMC 3,51.
 with freeboard TS. C.L. 11, 52.
 11, 52.
 ss. Cff. -3, 51 (Dr)

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case.
 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. Offered but not required.
 Report made by anyone else? If so, by whom? Yes, Salvage Association.
 Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes
 " Donkey " " " "

What parts of the Boilers could not be thus thoroughly examined?
 I means, in the absence of internal examination, were adopted by the {
 to assure himself of the thorough efficiency of those parts of each Boiler? {
 date of internal examination of each boiler. P. 11/3/53. C. 11/3/53. S. 11/3/53. Present condition of funnel(s). Efficient.
 Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180-lbs. per sq. in.
 Surveyor examine the Safety Valves of the Donkey Boilers? -- To what pressure were they afterwards adjusted under steam? --
 Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes
 Surveyor examine the drain plugs of the Main Boilers? --, and of the Donkey Boilers? --
 Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? --
 Shaft now been drawn and examined? No Has it a continuous liner? -- Is an approved oil retaining appliance fitted at the after end? --
 Has been changed? No If so, state reasons. -- Has the shaft now fitted been previously used? -- Has it a continuous liner? --
 Oil retaining appliance fitted at the after end? -- State date of examination of Screw Shaft. -- State the wear down in the
 Is electric light and power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No
 Resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No
 When referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

is not complete, state what arrangements have been made for its completion and what remains to be done. Survey complete.
 stated due to (a) Contact with Ice at Archangel October 1952.
 (b) Contact with quay wall leaving Roath Dock 30th. March 1953.
 on account of (a):-
 Spare tail shaft removed ashore, tested in lathe, found throwing 1/16" at big end of cone
 and recommended for renewal.
 New tail shaft placed on board, marked LLOYDS 3478, 25/3/53, K.F. Certificate attached to this report.
 on account of (b):-
 Top of one blade of propeller faired true as a temporary repair. (Copy of Interim Certificate
 rewith).
 for B.S.:-
 Main Boilers examined internally and externally together with manholes, doors and all
 mountings, and safety valves adjusted to above stated pressure. (Contd.)...

Observations, Opinion, and Recommendation:-
 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
 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9, 11, BAMS 9, 11, LMC 9, 11 or
 140 lb., FD, &c.)
 The Machinery of this vessel is eligible in my opinion to remain as now classed with fresh
 of B.S. 3, 53 and to have notation in Register Book "Fitted for oil fuel 3, 53, flash point
 100°, subject to permanent repairs to tail shaft and propeller at next dry docking, not
 than September 1953.

(per Section 23) B.S. 15. : : Fees applied for, 8 April 1953
 fuel Conversion. 30 : :
 & I. Cert. 8 8 : :
 (per Section 23.)
 Operations & Repairs 10 10 : :
 expenses (if chargeable)
 Sunday Att. end. Fee 5 5 : :
 Received by me, 19...
 WED. 29 APR 1953
 Engineer Surveyor to Lloyd's Register of Shipping.

BS 3,53
 Fitted for oil fuel 3,53, F.P. above 150°F.
 002846-002852-0234 1/2
 Lloyd's Register Foundation
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"DIMITRIOS A. KYDONIEFS".Now done for Conversion to oil fuel:-

Oil burning unit by Wallsend Slipway and Engineering Co. Ltd., Nos. 24700 and 24701, installed together with all necessary piping and fittings as required by Rules and in accordance with approved plans dated 24/12/52. The complete unit placed on starboard side of engine room in way of former reserve bunker.

All oil suction and delivery pipes and steam heating coils tested in place as required by Rules.

Funnel damper locked in open position.

Nos. 2 & 4 tanks (double bottom) fitted for storage of oil fuel, and together with cofferdams now fitted with necessary air, sounding, suction and heating pipes.

Daily service tanks fitted on port and starboard 'tween decks, each of 35 tons capacity with necessary air, filling and suction pipes and Pneumacator oil gauges.

Steam smothering system, foam engine, fire extinguisher, fire hydrants on port and starboard sides of engine room and stokehold, hoses and sand boxes fitted.

Oil suction valves, steam smothering valves, transfer pump, and oil burning unit fitted with remote control operated from outside engine and boiler space.

The whole of the installation fitted in accordance with plans approved 24th. Dec. 1952.

Alterations:-

1 horizontal single stage secondary heater No. 1852 manufactured by Universal Metallic Co. Ltd., Bradford, fitted. New piping and attachments tested to Rule requirements.

Wear and Tear Repairs:-

Minor repairs to boiler mountings.

Port Boiler - Local pittings along line of fire bars in 3 furnaces made good with E.W.

Centre furnace split and jacked true, split made good with E.W.

Centre Boiler - 1 new stay tube tested to centre box.

S.R. List:-

Item relating to Boilers may now be deleted from list.

Approved plans, Certificates for oil fuel heaters, steam heater, heating coils, portable fire appliances and spare tail shaft attached hereto.

