

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

(Received at London Office 2 MAR 1944)

Date of writing Report 19... When handed in at Local Office 26. 2. 1944 Port of GLASGOW

No. in Survey held at ARDROSSAN Date First Survey June 18 1943 Last Survey 22. 2. 1944 (No. of Visits 10)

32487 on the Machinery of the Wood, Iron or Steel M.V. "SAINTEUNAN"

Tonnage Gross 436 Vessel built at TROON By whom HILSA S.A. Co. Ld When 1937-11

Net 190 Engines made at GLASGOW By whom BRITISH AUXILIARIES Ld When 1937

Nominal Horse Power 64 Boilers, when made (Main) (Donkey)

No. of Main Boilers Owners T. HEILTON & Co. Ld Owners' Address

No. of Donkey Boilers Managers Port TROON Voyage

Steam Pressure in Main Boilers If Surveyed Afloat & in Dry Dock ARDROSSAN

in Donkey Boilers Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

Last Report No. Port

Particulars of Examination and Repairs (if any) DOCKING, LMC-BS REPAIRS

(Periodical Surveys, when held, must be reported in detail and seriatim 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. S.L.M. H

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

If not, 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 Present condition of funnel satisfactory

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

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? 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? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no.

Has shaft now been changed? 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? no. State date of examination of Screw Shaft 1. 2. 44 State the wear down in the stern bush fit Is electric light and power fitted? yes If so, 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? Engine parts, when referred to by numbers, should be counted from forward

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete in accordance with C.S. Requirements.

It is stated that the continuous survey will be advanced at the first opportunity now done. - Hull placed in dry dock propeller, stem bush, sea connections and their fastenings examined. Screw shaft drawn and examined, stem bush renewed main engine. - All cylinders covers, pistons valves and gears, connecting rods with their top and bottom ends, and thrust shaft; scavenge pump cylinder, piston and valves examined. Repairs. - All cylinders liners renewed due to wear, nos 131 pistons renewed.

Damaged Allen auxiliary engine removed from the vessel and a new four cylinder diesel engine built by Gardner No 60869, type 4L3, generating 40 H.P. @ 220 volts @ 800 Rpm fitted in place and tested under working conditions

All working parts of diesel auxiliary opened up and examined

Windlass and steering gear examined, three new wheels fitted to steering gear

General Observations, Opinion, and Recommendation: - The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh record of T.S, C.S. 244 and +LMC - C.S. (with date) on completion of survey. Remove from S.R.L. "Ex crankcase repairs of 40 H.P. engine by S.L.H. (6 mbs. limit)

(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, BS 9,11, B&MS 9,11 +LMC 9,11 or +LMC 140 lb., FD, &c.) CS 3,34,

condition and eligible in my opinion to remain as classed with fresh record of T.S, C.S. 244 and +LMC - C.S. (with date) on completion of survey. Remove from S.R.L. "Ex crankcase repairs of 40 H.P. engine by S.L.H. (6 mbs. limit)

Survey Fee (per Section 29) £ 5 : Fees applied for 29 FEB 1944

Special Damage or Repair Fee (if any) £ 4:4 : Received by me, J Crawford J.C. Wright

(per Section 29.) ELECT 3:3 : 19

Travelling expenses (if chargeable) £ 1:17:6

Committee's Minute

Assigned Reaver

Witnessed by Robert Stewart

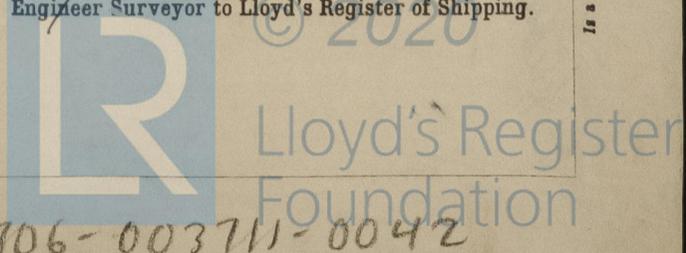
GLASGOW 29 FEB 1944

5.244. Limit.

003706-003711-0042

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

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



SAINT EUNAM

Main and auxiliary engines tried under working conditions.  
All foregoing parts found or placed in good condition.

Electrical Installation:-

The existing 40KW. Generator set has been replaced  
a 40KW. 220V. 182 $\alpha$ . 800 R.P.M generator driven by diesel engine. The generator  
and switchboard fittings examined, and tested under working conditions and  
found satisfactory.

A copy of generator test certificate attached.

Noted  
without special condition

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