

Rpt. 9

Date of writing report 3. 6. 58.

Received London

18 JUN 1958

Port Liverpool.

No. 149401

Survey held at Liverpool.

No. of visits 6.

First date 20. 5. 58. Last date 30. 5. 58.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 07848 Name M.V. "DEIDO" Gross tons 3959 Date of build 1928 3

Owners Elder Dempster Lines Ltd. Managers --- Port of Registry Liverpool.

Engines made 1928 By J.G. Kincaid & Co. Ltd. Type 4SA 60r. B&W.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers 1db W.P. 105 lb.

Surveyed Afloat or in Dry Dock Both.

Nature of Survey Dkg. C.S. S.R.L.

Was Damage Report issued? NO. Int. Cert.? Yes.

Last Report (For Head Office only)

| Hull | Machinery |
|---------------------------|-----------------|
| *100Al. with fbd. 2,58. | *IMC. CS. 8,55. |
| S.S. (Dr). 10,51. | BS.d. 10,57. |
| Shl. 8,55. | TS. CL. 5,57. |
| carrying veg. oil in DTs. | |

ndb. 8, 48.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good. Wear Down of Stern Bushes 1/16" Oil Glands - Sea Connections -

Fastenings Good. Has Screwshaft Tubeshaft been drawn? No. Date of Examination - Has Shaft been changed? -

Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

MAIN ENGINES (B&W 4SA 60r I.C.) XFORIX STARBOARD

1 Cyls., Covers, Pistons & Rods Nos. 3 & 4 - Good (No. 3 cyl cover †)

2 Valves & Gears Nos. 3 & 4 - Good.

3 Connecting Rods, Top Ends & Guides XFORIX Nos. 3 & 4 - Good.

4 Crankpins & Bearings XFORIX Centre Nos. 3 & 4 - Good.

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANCEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manceuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen,

is eligible in our opinion to remain as classed with fresh record of C.S. (with date) on

completion subject to the fracture in No. 3 M.E. Cyl cover being re-examined by end of Nov.

1958 (6 months limit) and without the subject relating to M.E. No. 2 cylinder cover.

Date of Committee LIVERPOOL 17 JUN 1958

Decision As now amended subject

40m, 4, 57. T. (MADE AND PRINTED IN ENGLAND.)

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John M. Mansour

Engineer Surveyor to Lloyd's Register of Shipping

Foundation

003720-0057260172

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

- 32 Essential Independent Pumps (Identify by position)
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
- 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
- 38 Independent Air Compressors, Coolers & Safety Devices.....
- 39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....
- 41 Oil Fuel Tanks (Not forming part of hull structure).....
- 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
- 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

| PROPULSION | ELECTRICAL EQUIPMENT | | AUXILIARY EQUIPMENT |
|----------------------------------|----------------------|-----------|--|
| | PORT | STARBOARD | |
| a Generators | | | l Generators & Governors..... |
| b Exciters..... | | | m Motors..... |
| c Air Coolers..... | | | n Switchboards & Fittings..... |
| d Motors..... | | | o Circuit Breakers..... |
| e Air Coolers..... | | | p Cables..... |
| f Control Gear, Cables, etc..... | | | q Insulation Resistance..... |
| g Insulation Resistance..... | | | r Steering Gear Generators and Motors..... |
| h Insulating Oil Test..... | | | s Navigation Light Indicators..... |
| i Overspeed Governors..... | | | |
| j Magnetic Couplings..... | | | |
| k Air Gap..... | | | |

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN..... AUXILIARY, DONKEY or PRESS.....

Superheaters.....

Safety Valves.....

Mountings, Doors & Fastenings.....

Safety Valves Adjusted to { Sat.....
 Spt.....

Boiler Securing Arrangements.....

Main Economisers..... Exhaust Gas Heated Economisers.....

Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to.....

Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Forced Circulating Pumps.....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel.....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main..... Auxiliary (over 3 in. bore).....

Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Repairs W & T.

H.P. coils on compressors of Ford & Aft generators now renewed. Satisfactory test on new coils witnessed.

M.E. No.3 Top end bearings - metal loose - now remetalled.

† No.3 Cyl cover found fractured adjacent and running approx 2" into exhaust valve pocket. The ends of the fracture marked and it is submitted as over that the fracture is re-examined by end of Nov. 1958 (6 months limit).

S.R.L. Metallock repair to M.E. No.2 cyl cover to be examined by 5,58 (12 months limit).

Now Done.

M.E. No.2 cyl cover examined and a new fracture running at right angles to repaired fracture observed. The cover and liner now renewed by Lloyd's tested ships spares and it is therefore submitted that this subject may now be deleted.

8561 JUL 2 1958

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Survey fees CS 7 15-
 Repairs 7 15-

Damage fee

Expenses... ..

Date when A/c rendered.....

