

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

Date of writing Report 25-4-1952 When handed in at Local Office 29 APR 1952 Port of London
No in Reg. Book. Survey held at London Date. First Survey 27-3-52 Last Survey 2-4-1952
(No. of Visits 4)

7165 on the Machinery of the Wood, Iron or Steel. M.V. Deido
Gross 3894 Vessel built at Ardrossan By whom Ardrossan Dockyard Ltd. When 1928-3
Net 2143 Engines made at G.K. By whom J.G. Lincolns & Co. Ltd. When 1928
Nominal Horse Power 490 mm. Boilers, when made (Main) (Donkey) 1948
Owners Elder Dempster Lines Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
of Main Boilers Managers Port Liverpool Voyage
of Donkey Boilers 1
Steam Pressure in Main Boilers
If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Royal Albert.
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 with feedback 10.51		+ LMC.CS. 10.51 + NDB 8.48
SS.HL.-10.51 (Dr)		TSC.L. 4.49 DBs 10.51
Carrying veg oil in D.T.		

Particulars of Examination and Repairs (if any) DKG & Co.
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 details 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.
A damage report made by anyone else? If so, by whom?
The Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
Donkey
state for what reasons? What parts of the Boilers could not be thus thoroughly examined?
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)
Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?
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? and of the Donkey Boilers?
Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?
Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?
screw shaft now been drawn and examined? No Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?
t now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?
proved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the bush 5/64 Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?
Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

the 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. It is stated the Continuous Survey will be advanced at the first opportunity.
Vessel placed in drydock, propellers and outside fastenings examined (no sea connections opened).
The following parts now examined:-
Main engine:- Nos. 2 & 3 cylinders, covers & pistons.
all crankshaft journals (incl bearing re-mated, deflection readings noted & found satisfactory).
Lubricating oil cooler examined & tested to 40 lbs/sq
Repairs:- No. 2 M.E. (renewed piston (fitted) due to worn ring grooves. Old piston reconditioned & now retained as spare.
NOTE:- Due to an oversight the screw shaft was not examined this time & the owners have not been able to state when this will be done.

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, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)
CS 3.34
The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh record + LMC. CS. with date on completion of the survey.

Fee (per Section 29) CS £ 900. Fees applied for 5-MAY-1952
Special Damage or Repair Fee (if any) (per Section 29.)
Travelling expenses (if chargeable)
Committee's Minute THURS 29 MAY 1952
Assigned As new (with endorsement)

Corr Peters
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book.
OIL ENGINES 1.
CONTINUOUS SURVEY.