

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

(Received at London Office 22 OCT 1952)

Date of writing Report 8th Sept., 1952. When handed in at Local Office 1952 Port of K O B E.

No in Survey held at Osaka Date. First Survey 8th May, Last Survey 29th July 1952.

on the Machinery of the Wood, Iron or Steel S.S. "SEMIRAMIS I" (EX. "SEMIRAMIS") (No. of Visits 12)

Gross 5074.0 Vessel built at Glasgow By whom C. Connell & Co., Ltd., Year. Month. 1924 12
 Net 3156.0 Engines made at " By whom D. Rowan & Co., Ltd., When "
 Donkey Boilers 2 Boilers, when made (Main) (Donkey)
 Owners Far Eastern & Panama Transport Corp., Ltd., Owners' Address King Building, Hongkong.
 Managers " Port Panama Voyage "
 If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Namura Dockyard, Osaka, Japan

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 CHARACTERS: +LMC, TS, BS
 Date of last Survey and of Periodical Surveys. s.s. Bry.-12, 48 (D)
 Machinery and Boiler Surveys (including date of N.B., if any) +LMC 12, 48
BS 12, 48
TSCL 31

Particulars of Examination and Repairs (if any) +LMC, TS, BS
and O.F. Conversion
 All 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 account of the cause of which must be stated should be separated from Repairs due to other causes; and besides being in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he offered services for this purpose, and why they were declined.

Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes
 " " Donkey " " " " None

State for what reasons Donkey boiler not to be used. 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? -
 Date of internal examination of each boiler 8-5-52 Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.
 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, and of the Donkey Boilers? -
 Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boilers? -

Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? -
 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? -

Has the shaft now fitted been previously used? - Has it a continuous liner? -
 Approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 21st June, 1952 State the wear down in the shaft 3/16" Is electric light and power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes
 when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

One- Vessel placed in dry dock, propeller and outside fastenings of stern bush and sea connections examined and found satisfactory. All sea connections opened up and examined and found now placed in good condition.

Screw shaft with continuous liner drawn in and examined and found in good condition. Cylinders, pistons, slide valves and rods, crank, thrust and intermediate shafting, pumps and bearings (tested) valves, cocks, pipes and strainers of the pumping arrangements and bilge pump, bilge injection valve opened up examined and found or now placed in good condition.

Steam pipes also aux. steam pipes over 3" bore removed for examination and tested by hydraulic pressure to 2 x W.P.

Port and starb'd main Boilers examined internally and externally with doors, mountings, fastenings, and safety valves and found or now placed in good condition. At this time all superheater tubes removed shore by the request of ship owners.

(P.T.O.)

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 also any other alterations 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 to + LMC 140 lb.,

The machinery and boilers of this vessel are in good condition and eligible in our opinion to be continued as classed with fresh record of +LMC 7,52 B.S. 7-52 and screw shaft as seen 6,52 and to have the notation of "fitted for O.F. F.P. above 150°F"

Fees applied for: £64-0-0
 Special Equipment 12-0-0
 Repair Fee (if any) £ :
 (per Section 23.)
 Fees (if chargeable): £8-0-0
 Sunday attendance 8-8-0
 Minute

Received by me, E. Kobuchi, H. Okada, S. Matsuno
 Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 18 NOV 1952

+LMC 7.52 without ap l cad
5 6.52
Fitted for oil fuel 7.52 F.P. above 150°F.

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

Is a Certificate required? If so, to be sent to 005307-005310-0188



Both boilers tested by hydraulic pressure to 210 lbs ^{6.5} at the request of shipowners and found satisfactory. Safety valves adjusted under steam as stated above.

Electric Equipment:- Installations generally examined and tested under working condition. Fittings on all main and sub-distribution switchboards and boxes examined to ensure circuits are not over fused.

Electric cables examined as far as practicable.

Generators, cables, heaters, fittings, etc., tested, insulation resistance found to be not less than 100,000 ohms.

O.F. Conversion:-

Vessel at this time converted for oil fuel burning. The arrangement being in accordance with the Rules and approved plans (Locally approved) 2 newly daily service O.F. settling tanks with their fittings and connections have now been fitted and 2 units of O.F. burning arrangements consist of 2 O.F. pressure pumps, 2 O.F. heaters, one priming pumps and heater, one O.F. transfer pump installed.

All remote control valves, steam smothering arrangements tested and found satisfactory.

Repairs due to wear and tear.

Nos. 2,3,4,5 & 6 lower main bearing brasses remetalled and crank shaft alignment adjusted.

Other minor repairs effected.

S.R.L.:-

70 plain tubes and 25 stay tubes on both Main boilers renewed.

Forward Centre furnace of port boiler renewed.

Forward and aft centre furnaces of starb'd boiler renewed.

Donkey Boiler at this time removed shore.

Informing Particulars:-

Max. I.H.P. at sea trial 2194

" R.P.M. at sea trial 75

Total heating surface of boilers ... 4099 FT² x 2.

Interim Certificate No.C-8215 issued, copy attached hereto.



© 2021

Lloyd's Register
Foundation