

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

(Received at London Office \_\_\_\_\_)

9 JUL 1946

Date of writing Report 8<sup>th</sup> July 1946 When handed in at Local Office 8<sup>th</sup> July 1946 Port of CARDIFF  
 No. in Survey held at CARDIFF Date First Survey 23.11.45 Last Survey 28.6.1946  
 Reg. Book No. 29149 77351 on the Machinery of the ~~WOLYKOR~~ Steel "SEMIRAMIS" ex "KYLEGORM"

Tonnage { Gross 622 Vessel built at PAISLEY By whom J. FULLERTON & CO. When 1914 2  
 Net 264 Engines made at GLASGOW. By whom ROSS & DUNCAN. When 1914  
 R Nominal Horse Power 90 Boilers, when made (Main) 1914 (Donkey) \_\_\_\_\_  
 No. of Main Boilers 1 Owners COMPANIA MARITIMA LAGUNA S.A. Owners' Address c/o CHANDRIS (ENGLAND) LTD. 7 ST HELEN'S PLACE, LONDON E.C.3  
 No. of Donkey Boilers - Managers \_\_\_\_\_ (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 130lbs If Surveyed Afloat or in Dry Dock \_\_\_\_\_ Port PANAMA. Voyage \_\_\_\_\_  
 in Donkey Boilers - (State name of Dock.) \_\_\_\_\_

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Int. Cert. & S.R. LIST.

(Periodical Surveys, when held, must be reported in detail and serialim 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.)

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? See below.

" " 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(s) \_\_\_\_\_

Did the Surveyor examine the Safety Valves of the Main Boilers? \_\_\_\_\_ To what pressure were they afterwards adjusted under steam? 150lbs. per sq. in.

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? No. Has it a continuous liner? \_\_\_\_\_ Is an approved oil retaining appliance fitted at the after end? \_\_\_\_\_

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? \_\_\_\_\_ State date of examination of Screw Shaft \_\_\_\_\_ State the wear down in the stern bush 1/8 Is electric light and/or power fitted? \_\_\_\_\_ 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? \_\_\_\_\_

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done \_\_\_\_\_

(See Dartmouth Rpt.No.7661. & Newport Rpt.No.25055.)

At request of the Owners the boiler centre combustion chamber was specially examined with a view to issuing an Interim Certificate for a voyage in ballast to Piraeus, where it is stated the boiler Survey and all outstanding repairs to boiler will be completed. A small fracture in the front plate flange knuckle at centre furnace veed out and welded. A 3" x 1/2" supporting half ring has now been welded to the bottom of the centre combustion chamber (fire-side). On completion of these repairs the boiler was tested by hydraulic pressure to 200lbs. per sq.inch with satisfactory results. In view of the condition and previous recommendations regarding the centre combustion chamber bottom and adjacent plates it is recommended that the working pressure of the boiler be reduced to 150lbs. per sq. inch and the safety valves have now been adjusted under steam to that pressure.

The main condenser has been examined and tested and found satisfactory. Pumping arrangements tried and found satisfactory. Machinery examined under working conditions with vessel at moorings with satisfactory results.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is in efficient condition so far as now seen and eligible to remain as classed subject to repairs to boiler as previously recommended being carried out on vessel's arrival in Piraeus.

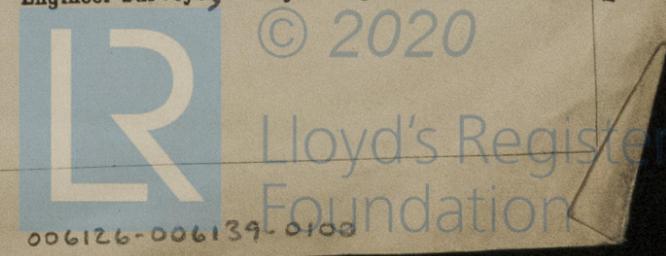
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &c.) CS 3,34,

condition so far as now seen and eligible to remain as classed subject to repairs to boiler as previously recommended being carried out on vessel's arrival in Piraeus.

Survey Fee (per Section 29) £ : : Fees applied for 8 July 1946  
 Special Damage or Repair Fee (if any) Int. Cert. 5 5 0 Received by me, \_\_\_\_\_  
 (per Section 29.) Travelling expenses (if chargeable) £ : : 19 \_\_\_\_\_

LICENCE CASE WEB. 7 AUG 1946  
 Committee's Minute \_\_\_\_\_  
 Assigned Deferred

*W. B. ...* *Harold W. Paton*  
 Engineer Surveyor to Lloyd's Register of Shipping.



The Surveyors are requested not to write on or below the space for Committee's Minute.

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

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