

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

(Received at London Office

25 FEB 1949

Date of writing Report 22.2.49 When handed in at Local Office 22.2.49 Port of FALMOUTH.

No. in Survey held at FALMOUTH Date. First Survey 1.2.49. Last Survey 16.2.49

6142 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. 'SINAI' (No. of Visits 3)

Gross 3899 Vessel built at W. HARTLEPOOL By whom FURNESS WITBY & CO. LTD., Year. 1907
 Net 2414 Engines made at - By whom - When -
 Nominal - Boilers, when made (Main) - (Donkey) -
 of Main Boilers - Owners CIA. MARITIMA GEOJUNIOR, S.A. Owners' Address -
 of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)
 am Pressure - Port - Voyage -
 Main Boilers - If Surveyed Afloat or in Dry Dock Afloat.
 Donkey Boilers - (State name of Dock.)

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)
CLASSIFICATION CONTEMPLATED		

Report No. Port
 ulars of Examination and Repairs (if any) WEAR AND TEAR REPAIRS.
 Surveys, when held, must be reported in detail and *seriatim* in the terms of the Rules. State clearly the cause of Repairs, if any,
 detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be
 should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly
 at the end of the report. State also the dates and initials of any letters respecting this case.
 cases where the Surveyor has not made a special damage report he is required to state whether he offered his
 for this purpose, and why they were declined. Salvage Association called in
 but no Damage report issued.
 Damage report made by anyone else? If so, by whom?
 Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
 " Donkey " " " " "

What parts of the Boilers could not be thus thoroughly examined?
 special means, in the absence of internal examination, were adopted by the }
 to assure himself of the thorough efficiency of those parts of each Boiler? }
 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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?
 it has been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?
 provided oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the
 bush 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?
 Engine parts, when referred to by numbers, should be counted from forward.

Survey not complete, state what arrangements have been made for its completion and what remains to be done
 vessel put into this port on account of the following alleged defects:-
 in Engine:- H.P. top and bottom ends and No. 2 & 4 main bearings running hot, 3 independent
 ed pumps unreliable, boiler feed check and master valves leaking, boiler water density high.
 UND AND NOW DONE:-
 P. top end brasses adjusted. H.P. bottom end and Nos. 2 and 4 main bearings white metal wiped,
 esed and readjusted. Feed pumps:- Shuttle spindles bent, faired and replaced. Boiler feed
 ck valves satisfactory - no repairs required. P.&S. after boilers opened up and examined,
 rfaces found clean and free from scale. Both evaporators opened up, examined and coils tested
 der steam, found satisfactory. On completion of the above examinations and adjustments main
 opelling machinery examined under dock trial conditions and found satisfactory.

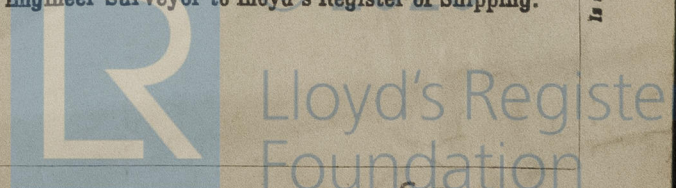
Observations, Opinion, and Recommendation:- The machinery of this vessel, as far as now seen,
 state clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required
 to 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.)
 in good condition and suitable for the voyage to Genoa direct as previously recommended.

Fees applied for 22.2.49
 Received by me, 19
 Fee of Repair Fee (if any) £ 10:10:0
 expenses (if chargeable) £ : :
 Fee's Minute

18 MAR 1949

Deferred

Engineer Surveyor to Lloyd's Register of Shipping.



607806 - 007816 - 0153

Insert Character of Ship and Machinery precisely as in the Register Book. If so, to be sent to