

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

(Received at London Office 31 JAN 1947)

Date of writing Report 29th January 1947 When handed in at Local Office 19 Port of BRISTOL

No. in Survey held at Avonmouth Date First Survey 10th Dec. 46 Last Survey 15th January 47  
Reg. Book. (No. of Visits 7)

81909 on the Machinery of the ~~Wood~~ Steel Sc. "SAN AMADO"

Tonnage { Gross 7316 Vessel built at Glasgow By whom Blythwood S.B. Co., Ltd. When 1935 2  
Net 4392 Engines made at Greenock By whom J. G. Kincaid & Co. Ltd. When 1935  
Nominal 503 MN Boilers, when made (Main) (Donkey) 1935  
Horse Power No. of Main Boilers Owners Eagle Oil & Shipping Co., Ltd. Owners' Address  
No. of Donkey Boilers 2 Managers (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers Port London Voyage  
in Donkey Boilers 180 lb

if Surveyed Afloat & in Dry Dock Royal Edward  
(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)
FL00AL 4,46		FLMC CS 6,44
SS.Shl.No.2-44		6,44
		DBS 4,46
		TS CL 6,44
		Carrying petroleum in bulk.

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking, part C.S. D.B.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

Donkey " " " Yes

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 starbd. 13.12.46 Port 8.1.47

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers? Yes

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? Yes

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? No

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 3/16"

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the 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.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete C.S. see Form 7E.

Docking :- Vessel in dry dock, propeller, outer end of stern bush, sea connections and their fastenings examined and found in good condition.

Part C.S. :- The following examined, found to be, or now placed, in good order :

Main Engines - Nos. 3, 6 & 7 cylinders, heads, pistons, piston rods, valves and valve gear.

No. 6 crosshead and its brasses.

Steam condenser cooling water circulating pump.

Donkey Boiler Survey :- Both donkey boilers examined internally and externally together with their safety valves, mountings, manholes, doors and their fastenings, and found to be in safe working condition. The safety valves afterwards adjusted under steam as stated above.

General Observations, Opinion, and Recommendation:— This vessel's Machinery and Boilers are eligible in my

(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., PD, &c.) CS 3,34,

Union to remain as classed and to have record of DBS 1,47 and that of FLMC (CS) with date when the survey has been completed.

Survey Fee (per Section 29) D.B.S. £ 7 : 0 : 0 Fees applied for  
Special Damage or Repair Fee (if any) £ : :  
Traveling expenses (if chargeable) £ : 18 : 0 Received by me,

J. Brooke Smith  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 12 MAR 1947  
Signed As now DBS 1,47



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

OIL ENGINES CONTINUOUS SURVEY.

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

C.S. advanced

D.B.S. done 4.47 was held

It is submitted that this vessel is eligible for THE RECORD. D.B.S. 1-47

J.S.

4.3-47.



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