

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report 28/11/1942 When handed in at Local Office 30/11/1942 Port of Istanbul
 No. in Reg. Book. 23209 Survey held at Stenia and Istanbul Date, First Survey 2/11/42 Last Survey 26/11/1942 (No. of Visits 5)
 on the Machinery of the ~~Wood, Iron or Steel~~ Sc. "DEMIR"
 Tonnage { Gross 3409 Vessel built at South Shields By whom J. Readhead & Sons Ltd When 1925
 Net 2278 Engines made at South Shields By whom J. Readhead & Sons Ltd When 1925
 Nominal Horse Power 328 Boilers, when made (Main) 1925 (Donkey) 1925
 No. of Main Boilers 2 Owners Devlet Deniz Gollari Owners' Address Istanbul
 No. of Donkey Boilers 1 Managers Devlet Deniz Gollari (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lbs Port Istanbul Voyage Iskenderun
 in Donkey Boilers 90 lbs If Surveyed Afloat or in Dry Dock Dry dock (State name of Dock.)

Last Report No. 3821 Port Istanbul

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serially 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 or 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? yes

Do, " Donkey " " " yes

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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 date of examination (internal) of each Boiler F. Blr. & D. Blr. 16/11/42 Std. Blr. 25/11/42

Did the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? good 180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes

To what pressure were they afterwards adjusted under steam? 90 lbs

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

, and of the Donkey Boilers? yes

Did the Surveyor examine the drain plugs of the Main Boilers? yes

, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes

, and of the Donkey Boiler? yes

Has screw shaft now been drawn and examined? ✓ Is it fitted with continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5 1/2"

State date of examination of S. Shaft ✓

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

Electric Light and/or Power fitted Electric Light Engine Parts when referred to by K² 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

Special Survey 2nd K² 1 all Rule requirements remain to be carried out with the exception of Sail Shaft & Boiler Examination.

How Done:- Examined propeller, after end of Stern bush, & all under water fittings & found or placed in good condition, Sea Valves & Cocks ground in.

Examined Main Boiler & Donkey Boilers internally & externally together with all mountings, safety valves, manholes, doors & fastenings & found in good condition. Safety valves adjusted under steam as above.

The Owners' Inspector stated that owing to the great shortage of chipping at the present time it is most difficult to lay up the vessel for S.S. 2nd K² 1 but said that the Owners' would do their utmost to carry [P.T.O.]

General Observations, Opinion, and Recommendation:- The Machinery of this vessel as

(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, B.S. 9, 11, B.&M.S. 9, 11, or S.L.M.C. 9, 11, 140 lb., F.D., &c.)

far as now seen is eligible in my opinion to remain as classed in the Register Book & to have fresh record of B.S. 11. 42 (Boiler examined November 1942)

Survey Fee (per Section 29) B.S. 1000 £ 65.00

Special Damage or Repair Fee (if any) £ 30.00

Travelling expenses (if chargeable) £

Committee's Minute

Assigned

Fees applied for

19

Received by me,

19

FRI. 12 FEB 1943

See LA. 8788

& as now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

009040 - 009049 - 0313

S/s "Demir"

Istanbul

out the Survey within the year of grace.

In my opinion the Owners proposal to carry out the S.S. within the year of grace merits the favourable consideration of the Committee.

J.H.B.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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