

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

No. 8470

(Received at London Office 3 - JUL 1947)

of writing Report 14th May, 1947 When handed in at Local Office 20th May, 1947 Port of Baltimore, Maryland  
 Survey held at Baltimore, Maryland Date, First Survey March 23rd, Last Survey April 15th, 1947  
 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "VASILIOS E. KULUKUNDIS" (ex "Finley Peter Dinne") (No. of Visits 9)

Gross 7176 Vessel built at Los Angeles, Cal. By whom California Shipbuilding Corp. When 1943  
 Net 4380 Engines made at San Francisco, Cal. By whom Joshua Hendy Iron Works When 1943  
 660 MN Boilers, when made (Main) 1943 (Donkey) -  
 Main Boilers 2 Owners Messrs. Rethymnis and Kulukundis Owners' Address -  
 Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)  
 Pressure - Port Syra Voyage -  
 Main Boilers 240 lbs. If Surveyed Afloat or in Dry Dock Both  
 Key Boilers - (State name of Dock.) Maryland Drydock Company

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port  
 Particulars of Examination and Repairs (if any)

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)
Class Contemplated		

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 the details of any letters respecting this case.

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

Has 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

Did the Surveyor go inside the Donkey Boiler? Yes

Were parts of the Boilers could not be thus thoroughly examined?

Were 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?

What was the date of internal examination of each boiler? Port and Starboard April 1st, 1947

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

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

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

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

Has the shaft now been drawn and examined? Yes

Has the shaft now been changed? No

Has the shaft now fitted been previously used? No

What was the date of examination of Screw Shaft? 23-3-47

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Were insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Is the machinery complete? Complete.

Now done for docking: Vessel on floating dock, propeller, after end stern and ship's side fastenings, all sea cocks opened up, cleaned, examined, valves ground in, glands repacked, covers rejointed, tail shaft drawn and examined, wear down 1/8"; also propeller replaced and stern gland repacked.

For LMC: Examined main engine in its entirety, including cylinders, valve chests, pistons, valves, rods and crosshead and crankpins, bearings and fastenings, crank shaft with thrust and line of shafting, journals, and fastenings; also engine and thrust holding down bolt. All pumps examined throughout their steam and liquid ends, and impeller and impeller casings, main and auxiliary condensers examined (Tested). Steering and windlass cylinders, chests and working parts examined and found in order.

Port and starboard boilers examined internally with their doors and fastenings, tubes cleaned internally and examined and sighted. All boiler connections opened up, cleaned, examined and found or placed in good order.

Observations, Opinion, and Recommendation:— (P.T.O.)

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.E.M.S. 9,11, \*L.M.C. 9,11, or \*L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel as now seen is in a good and efficient condition and suitable in my opinion to be registered with the Society, with record of tail shaft seen TS (CL) 3-47 and with record of LMC, when feed regulators have been tested to port and starboard boilers.

See First Entry Report

Fees applied for 20 May, 1947

Received by me, 19

See Section 29)

Age or Repair Fee (if any)

per Section 29.)

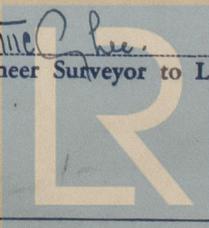
Expenses (if chargeable)

tee's Minute

Class Contemplated LMC 4.47 subject

T.S. 3,47.

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

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

S.S. "VASILIOS E. KULUKUNDIS" (ex "Finley Peter Dunne") Machinery Continued

Boilers examined while subject to a hydrostatic test at 375 lbs. per square inch, and also under steam working pressure. Safety valves adjusted under steam, steam drum valves at 240 lbs. pressure, superheater valves 230 lbs. pressure.

Electrical Installation: Steam dynamo engines and generators Nos, 1, 2, and 3 examined throughout. Generators cleaned, megger tested along with their cables, circuits and electrical appliances and found in good order.

On completion of examination, main and auxiliary machinery, boilers and electrical installation examined while subject to a four-hour dock test under working conditions and found in good order.

*Fast regulator 6 ft  
Steam pipe 5 ft about 1951-1*

