

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

(Received at London Office

7 APR 1954

Date of writing Report 3.4.54 When handed in at Local Office 3.4.54 Port of Piraeus
 No in Reg. Book. Survey held at Piraeus Date. First Survey 20.1.54 Last Survey 17.3.54
 (No. of Visits 12)

07243 on the Machinery of the ~~XXXXXX~~ Steel S.S. "DANAE"

Age { Gross 1634 Vessel built at Bremen By whom Act. Ges. "Weser" Year. Month. 1923
 Net 942 Engines made at " By whom " When "
 As Per Rule 207 Boilers, when made (Main) (Donkey)
 of Main Boilers 2 Owners Hellenic Levant Lines Owners' Address "
 " " 3337 (if not already recorded in Appendix to Register Book.)
 of Donkey Boilers - Managers " Port Piraeus Voyage "
 Pressure— If Surveyed Afloat or in Dry Dock Afloat
 Main Boilers 199 (State name of Dock.) Particulars of Classification (which must be inserted
 Donkey Boilers - precisely as in Register Book & Supplements).

Report No. 07243 Port Piraeus
 Particulars of Examination and Repairs (if any) Conversion to Oil Fuel, BS.
 Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 what is 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.

HULL	MACHINERY
100A1	LMC 1,51
4,53	BS 4,53
Glassed 11,46	TS CL 10,52
ssAms. -11,46(Dr.)	
ssAms. - 1,51	

Image 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.
 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.
 " " Donkey " " " "
 State for what reasons? What parts of the Boilers could not be thus thoroughly examined?
 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?
 Latest date of internal examination of each boiler 1.3.54 Present condition of funnel Good.
 Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 199 lbs.
 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? Yes. and of the Donkey Boilers? -
 Did the Surveyor examine the drain plugs of the Main Boilers? None. and of the Donkey Boilers? -
 Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers? -
 Has 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 approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the
 Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?
 Has insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?
 Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.
 Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Conversion to Oil Fuel.
 Complete Todd oil fuel units were now supplied from the U.K. and erected in the Boiler Room, each comprising pressure pump, suction and discharge filters and heater.
 Oil fuel transfer pump has also been fitted.
 Above items were opened up for examination and found in good condition.
 Pumps are not fitted to feed ballast or bilge lines.
 Pressure tanks are fitted with escape valves and these were found on test to be in order.
 Starting oil fuel unit with heater and hand pump has been fitted, examined, tested and found in order.
 Oil fuel pressure pipes of solid drawn steel with flanges as per Rules were supplied from the Continent complete ready for fitting and are placed above the platform.
 On completion the system was tested as per Rules and found in good order.
 Suction valves are secured to the settling tank and control rods are fitted to deck.

General Observations, Opinion, and Recommendation:—
 (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, etc.)
 Machinery of this vessel as now seen is in good and efficient condition and eligible in my opinion to remain as now classed in the Register Book with notation of "Fitted for Oil Fuel 3,54 F.P. above 150° F" and last record of B.S.3,54.

Fee (per Section 23) 60. 0. 0. Fees applied for, 22. 3. 19. 54
 Damage or Repair Fee (if any) £ 2. 18. 0. Received by me, "
 (per Section 23.)
 Printing expenses (if chargeable) £ 2. 18. 0.

Committee's Minute THURSDAY 19 MAY 1954
 Signed BS 3,54
Fitted for oil fuel 3,54 F.P. above 150° F.
 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 009896-009903-0104

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

A test cock is fitted to the oil fuel settling tanks and is of the self-closing type.
Heating coils(solid drawn steel) are fitted to all tanks containing oil fuel and the exhaust drains are led to an observation tank.
The heating coils were tested as per Rules.
A thermometer pocket is fitted to the settling tanks.
The oil fuel pumps can be controlled from the deck in the event of emergency.
A water service pipe is fitted to stokehold and a hose is fitted to supply water in the event of fire.
Perforated steam pipes are fitted under the boilers and oil fuel units and were seen working with control from deck.
Sand in boxes has also been supplied to the boiler room.
All wood fittings and bearers were removed from the boiler room.
Savealls are fitted to all furnace mouths.
All lead suction pipes have been removed from the boiler room.
The funnel damper has been removed.
3 electric lights have been fitted above the tank tops(watertight fittings) under the boilers.
The above installation has been completed as per amended plans, examined, tested under working conditions and found in order.

Boiler Survey.

Now done:

The two main boilers were examined internally and externally together with superheaters and monitors and the safety valves adjusted under steam.
The oil fuel installation was examined under working conditions and found in order.
The fire extinguishing apparatus was tried and found in order.

Repairs now effected:

Minor repairs only.

