

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

(Received at London Office)

Date of writing Report 5. 5. 1955 When handed in at Local Office 6. 5. 1955 Port of Bremen 23 MAY 1955
 No in eg. Book Survey held at Bremenhaven Date First Survey 7. 4. 55 Last Survey 30. 4. 1955
 (No. of Visits 10)

7273 on the Machinery of the Wood, Iron or Steel M.V. "SEVEN SEAS"

Gross	11735
Net	6380
of Main Boilers	2670
of Donkey Boilers	100
Steam Pressure	—
Main Boilers	—
In Donkey Boilers	100

Vessel built at Chester, Pa.	By whom Sun S.B. & Dry Dock Co.	When 1940
Engines made at St. Louis, Mo.	By whom Busch-Sulzer Bros. Diesel Eng. Co.	When 1940
Boilers, when made (Main) 1940	(Donkey) 1940	—
Owners Caribbean Land & Shipping Corp.	Owners' Address	(if not already recorded in Appendix to Register Book)
Managers	Port Panama	Voyage

If Surveyed Afloat or in Dry Dock (state name of Dock.)	B.M. (Hoodenlischer Lloyd)	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
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1st Report No. Port

Particulars of Examination and Repairs (if any). DBS. Lmcs. Repairs.

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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and details of any letters respecting this case.

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.

Is a damage report made by anyone else? If so, by whom?

Is the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " Yes

Not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

Not 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? D. Blr. 19. 4. 55 Present condition of funnel(s) Efficient

Is the latest date of internal examination of each boiler. To what pressure were they afterwards adjusted under steam? 100 lbs. / 100 lbs. /

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

Is the Surveyor examine the Safety Valves of the Donkey Boiler? To what pressure were they afterwards adjusted under steam? / /

Is the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? / / and of the Donkey Boilers? / /

Is the Surveyor examine the drain plugs of the Main Boilers? / / and of the Donkey Boilers? / /

Is the Surveyor examine all the mountings of the Main Boilers? / / and of the Donkey Boilers? / /

Is 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? /

Is the 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 steel bush. 47. Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? /

Is the 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.

Is the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. LMC es. case.

Not Done - Vessel placed in dry dock, examined propeller and outside fastenings, also above (spur) In Lmc.cs. - Examined main engines, the main bearings and journal pins of all four main engines. Slab. fore. No. 1 & 5, slab. after No. 1, 3 & 5, Port after No. 2 main engine cylinder liners, pistons, covers, valves, rods, tappet and bearing pins, main thrust and intermediate shifting and bearings. SR. gearbox, starboard fore. inboard No. 1 and starboard centre (No. 3) auxiliary engine, cylinder liners, pistons, covers, valves & valve gear, rods, tappet & bottom and bearing pins, main bearing pins. Inboard main air compressor. Starboard mines and starboard outer starting air receivers. Bilge pump. Ballast pump. Centre (No. 2) lubricating oil pump, after main S.W. circulating pump. Fore. (No. 1) and after (No. 3) main T.W. circulating pumps, oil fuel transfer pump, all three main lubricating oil cooler, forward lower T.W. cooler. (Continued)
inboard & outboard main fire pumps.

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, &c.; thus, for example, BS 9,11, B&MS 9,11, *LMC 9,11 or *LMC 140 lb., FD, &c.)

CS 3,44

The machinery of this vessel so far as seen is in good order and is eligible in my opinion to remain as classed in the Register Book with such record of DBS. 4. 55 and LMC es. (with date) when the survey has been completed.

CHARACTER	Years assigned now	Machinery and Boiler Surveys (including date of N.B., if any)
* for Special Survey.		
Date of last Survey and of Periodical Surveys.		
100AL with free-board Sing 10.53-		LMC CS - 5.53.
celeg. 10.54 Bmn.		TS CL - 5.53.
deckg. 4.54 Bmn.		TS new-2.54.CL
DBS - 4.54.		DBS - 4.54.
Classed 1.49		
ss Rot.-5.53.		

WTDG. CONTINUOUS SURVEY

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

Survey Fee (per Section 23) £ 30. -
 DBS. £ 5. -
 Social Damage or Repair Fee (if any) £ 15. -
 (per Section 23) £ 15. -
 Travelling expenses (if chargeable) £ 8. -

Fees applied for
Lock Smith 1955
Received by me,

TUESDAY 23 AUG 1955

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute.

Assigned

See Anna B64



Lloyd's Register
Foundation
012796-012800-00391/2

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

"SEVEN SEAS"

The donkey boiler examined in its entirety with its mountings, door, and fastenings. Safety valve tested under steam to 100 kg/cm². Oil fuel burning arrangements and unit examined and also under working conditions. CO₂, sprinkler installations and hand fire fighting equipment generally examined. Deck controls to oil fuel tank valves and pumps examined.

Repairs:- Main engine pistons and spans removed ashore and overhauled in ship and top-and-bearing adjusted. Two ME cylinder liners re-jointed in jackets and all proved tight.

These bottom and bearings of Starboard Centrifugal (No. 3) auxiliary engine re-machined (overhauled).

Fwd. (No. 1) main F.W. circulating pump and inboard main fire pump impeller and gland sleeves renewed. (Eroded + worn).

Lower forward main F.W. cooler relined and water-base renewed. (Eroded).

Two lower rows of fire tubes of donkey boiler renewed (sooted and hogged). Boiler hydraulically tested and found to make tight.

Outboard forward (No. 2) generator bush gear overhauled, the generator cleaned, insulation resistance tested and found to make satisfactory and generator re-varnished.

Centrif. (No. 2) main lubricating oil pump motor stator casing and field coils renewed, armature and brush gear overhauled in ship and all placed in good order.

The passenger accommodation on "A", Boat deck & Sun deck was altered at this time from Tourist to First Class and alterations were made on "B", "C" & "D" deck lighting as indicated on the attached plans NO. 79414 b.(2) and list of cable sizes.

The work has been completed satisfactorily and in accordance with Rule requirements.

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