

REC'D NEW YORK APR 8 1956

No. 1911

pt. 9.

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

(Received at London Office 3 - MAY 1956)

Date of writing Report March 20th., 1956 When handed in at Local Office 19 Port of Jacksonville, Florida.  
 No. in Survey held at Savannah, Georgia Date, First Survey Feb. 9th., Last Survey March 10th., 1956  
 28. Book (No. of Visits 6)  
 794 on the Machinery of the ~~Wood Iron or Steel~~ Single Screw S.S. "EURYPYLE"

Gross 7875 Vessel built at Quincy By whom Bethlehem Steel Co. When 1941 - 8  
 Net 4440 Engines made at Trenton By whom De Laval S. Turbine Co. When 1941  
 Horse Power 10000 MN Boilers, when made (Main) 1941 (Donkey) -  
 No. of Main Boilers 2 Owners West Atlantic Overseas Carriers, Ltd. Owners' Address -  
 (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers - Managers - Port Monrovia Voyage -  
 Steam Pressure 500 lbs. If Surveyed Afloat or in Dry Dock Both in Savannah Mach. & Fdy. Co.  
 in Main Boilers (SPT) 465 lbs. Savannah, Georgia.  
 in Donkey Boilers -

ast Report No. Port  
 Particulars of Examination and Repairs (if any) Drydocking & Reprs.

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.

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? Yes

" " Donkey " " " "

this was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined? Superheaters and Tubes.

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? Hydrostatic Pressure.

What latest date of internal examination of each boiler Feb. 10th. & 11th., 1956. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 500 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? SPT - 465 lbs.

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? Yes, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers?

Is screw shaft now been drawn and examined? No 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? -

Is shaft now been changed? - If so, state reasons.

Is 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? -

What date of examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

Work Done- With the Vessel in Dry Dock, examined the Propeller, Stern Bush, Sea Valves and Fastenings, found or placed in good order. Stern Gland, repacked.

Large Injection, opened, examined internally and externally, found or placed in good order and Tested under operating conditions and found in order.

Boiler Survey- Port and Starbd. Boilers, opened, cleaned, examined internally and externally with all mountings, fixtures, connections and steam pipes, found or placed in good order. Safety Valves adjusted under steam pressure to 500 P.S.I.

SPT. to 465 P.S.I., Steam pipes hydro tested to 625 P.S.I.

Boiler Repairs- Port- Backwall renewed, with 106 air heater tubes.

Starboard- Back and Front wall casings, released and faired.

5 Air Heater Tubes, renewed.

Oil fuel and steam smothering installations were opened, examined, found or placed in good order. A general examination of all valves, tanks, pipes and deck control gear in connection with the installations and Tested under working conditions, oil discharge pipes between the pumps and furnaces, examined and found tight.

General Observations, Opinion, and Recommendation:- P.T.O.

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

\*L.M.C. CS 3,34.

The Machinery, of this Vessel, so far as seen, is in a good and safe working condition, eligible, in my opinion, to be Retained as Classed, with Record of BS-3,56, in the Register Book.

Fees applied for March 31st. 56

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

Assigned

WT 3-56

NEW YORK APR 11 1956

20/4/56

Lloyd's Register

Foundation

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

014473-04479-0137

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

# Report of Survey for Repairs, etc., of Engines and Boilers

(2) Main feed pump turbines, opened, examined and closed up in good order.  
General Service Pump- Starbd. side of Engine Room- Suction manifold renewed and reconnected, tried out and proven in good order.

Particulars of Examination and Repairs of Engines and Boilers

No.	Particulars of Examination and Repairs	Remarks
1	General Service Pump- Starbd. side of Engine Room- Suction manifold renewed and reconnected, tried out and proven in good order.	
2	Main feed pump turbines, opened, examined and closed up in good order.	
3	Boiler No. 1	Examined and found in good order.
4	Boiler No. 2	Examined and found in good order.
5	Boiler No. 3	Examined and found in good order.
6	Boiler No. 4	Examined and found in good order.
7	Boiler No. 5	Examined and found in good order.
8	Boiler No. 6	Examined and found in good order.
9	Boiler No. 7	Examined and found in good order.
10	Boiler No. 8	Examined and found in good order.
11	Boiler No. 9	Examined and found in good order.
12	Boiler No. 10	Examined and found in good order.
13	Boiler No. 11	Examined and found in good order.
14	Boiler No. 12	Examined and found in good order.
15	Boiler No. 13	Examined and found in good order.
16	Boiler No. 14	Examined and found in good order.
17	Boiler No. 15	Examined and found in good order.
18	Boiler No. 16	Examined and found in good order.
19	Boiler No. 17	Examined and found in good order.
20	Boiler No. 18	Examined and found in good order.
21	Boiler No. 19	Examined and found in good order.
22	Boiler No. 20	Examined and found in good order.
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24	Boiler No. 22	Examined and found in good order.
25	Boiler No. 23	Examined and found in good order.
26	Boiler No. 24	Examined and found in good order.
27	Boiler No. 25	Examined and found in good order.
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100	Boiler No. 98	Examined and found in good order.
101	Boiler No. 99	Examined and found in good order.
102	Boiler No. 100	Examined and found in good order.

W. J. S. M.  
S. J. S. M.  
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