

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

(Received at London Office)

Writing Report 25th Sept. 1945 When handed in at Local Office 25th Sept. 1945 Port of HamburgSurvey held at Hamburg Date First Survey 5/7/45 Last Survey 25th Sept. 1945
(No. of Visits 20)on the Machinery of the Wooden Steel Sc. "GENERAL SAN MARTIN"Gross 11251 Vessel built at Kiel By whom Howaldtswerke Year. Month. 1922Net 6585 Engines made at Mannheim By whom Brown, Boveri & Co. When 1922

Boilers, when made (Main) (Donkey)

Boilers Owners Ministry of War Transport Owners' AddressBoilers Managers Shaw, Savill & Albion Co. Ltd. (if not already recorded in Appendix to Register Book.)Boilers If Surveyed Afloat or in Dry Dock Dry Dock Port VoyageBoilers (State name of Dock.) Blohm & Voss

t No. Port

of Examination and Repairs (if any)

when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates and initials of any letters respecting this case.

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

Report made by anyone else? If so, by whom?

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

Donkey " " "

what reasons? What parts of the Boilers could not be thus thoroughly examined?

ans, in the absence of internal examination, were adopted by the Surveyor himself of the thorough efficiency of those parts of each Boiler?

of internal examination of each boiler 24th August - 17th September 1945 Present condition of funnel Goodexamine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 205 lbs.examine the Safety Valves of the Donkey Boilers? --- To what pressure were they afterwards adjusted under steam? ---examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? ---examine the drain plugs of the Main Boilers? --- and of the Donkey Boilers? ---examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? ---ft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? Noan changed? No If so, state reasons --- Has the shaft now fitted been previously used? --- Has it a continuous liner? ---retaining appliance fitted at the after end? --- State date of examination of Screw Shaft 4/8/45 State the wear down in theIs electric light --- power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? To be tested on completion.

Engine parts, when referred to by numbers, should be counted from forward.

ot complete, state what arrangements have been made for its completion and what remains to be done

for B.S. T.S. and General Examination.

n Dry Dock. Examined propeller, tail shaft (drawn inboard), sea cocks and valves and

fastenings.

H.P. and L.P. turbine rotors and casings, 1st and 2nd reduction gear pinions and wheels

ings, thrust and tunnel shafting, pumps, pumping arrangements, condenser (tested),

engine and windlass.

boilers examined internally and externally complete with doors and mountings and their

valves adjusted to above stated pressure. Fuel installation examined complete with

pipes to burners.

going examination was carried out in conjunction with the M.O.W.T. (Marine A. Dept.)

electrical installation is to be completed in the U.K. and main feed pump shuttle

ve to be renewed.

for Wear and Tear. H.P. turbine casing and rotor sealed. All gear wheel and pinion teeth

up. Turbine lub. oil tanks cleaned out. Telémotor gear overhauled. Emergency Diesel

generator overhauled.

n tubes renewed. Mountings overhauled. Superheat coils overhauled. Boilers hydraulically

a completion of repairs. A number of C.C. partition stays renewed.

am pipes examined and header pipes tested hydraulically. Auxiliary condenser retubed.

liary machinery overhauled and together with main engines tried under working conditions.

ervations, Opinion, and Recommendation:

y 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

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.)

achinery of this Vessel is eligible, in our opinion, to have the record of

EXAMINED L.R. 9.45 B.S. 9.45 and C.L. 8.45

electrical installation is complete and tested and main feed pump overhauled at the

t, to which the Vessel is proceeding.

tion 29) B.S. £ 32: 0: 0 Fees applied for

T.S. £ 6: 0: 0

Repair Fee (if any) £

ing expenses (if chargeable) £

mittee's Minute

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FRI. 21 JUN 1946

See Nwe 103695

Engine Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register

W1000-0213

Foundation

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

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