

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

(Received at London Office)

Date of writing Report... 21-1 1949 When handed in at Local Office... 21-1 1949 Port of NAPLES

No. in Survey held at Naples Date. First Survey 6-12-48 Last Survey 8-1 1949
 Reg. Book. 56801 on the Machinery of the Wood, Iron or Steel Twin Screw 3/8" DOLORES,
 (No. of Visits... 7...)

Gross Tonnage 626 Vessel built at Glasgow By whom Fairfield S.B. & E. Co. Ltd When 1904 5 mo
 Net Tonnage 353 Engines made at Glasgow By whom Fairfield S.B. & E. Co. Ltd When 1904
 Nominal Horse Power 112 Boilers, when made (Main) 1904 (Donkey) 1904
 No. of Main Boilers 1 Owners Mauvillia Navigation Co. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers PANAMA Voyage Haifa
 Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock afloat & in D.D.
 in Donkey Boilers 100 lbs (State name of Dock.) Bacini e socii Napolitani

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking - Damage Completion BS - TS

(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.)

In 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 Damage report attached

Was a damage report made by anyone else? If so, by whom? noDid the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

" " Donkey " yes
 If not, state for what reasons main boiler previously surveyed (Rpt Nap 4295) at parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓
 State last date of internal examination of each boiler 7-1-49

Did the Surveyor examine the Safety Valves of the Main Boilers? yes Present condition of funnel good
 To what pressure were they afterwards adjusted under steam? 200 lbs

Did the Surveyor examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? 100 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? yes

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

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

Have the screw shafts now been drawn and examined? yes Have they a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no

Has shaft now been changed? no 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 31-12-48 State the wear down in the stern bush P.1.9 Stb 3 7/8

Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓
 Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

NOW DONE BS Safety valves and mountings of the main boiler examined and found or made good - Adjusted the safety valves under steam to 200 lbs.

Fire smothering appliances and oil burning installation examined and found in order.

Donkey boiler examined with door and mountings open and found or made good - Adjusted the valves under steam to 100 lbs.

DAMAGE 1) Stated to have been caused by grounding when leaving Haifa on 20th Nov. 1948.

NOW DONE Vessel placed in Dry dock, propellers, after end of the stern tubes and the outside fastenings the sea connections examined and found in good or

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 140 lb., FD, &c.)

This vessel's machinery is eligible, in our opinion, to have the record of BS 11-48 and Screw shafts seen, port and Stb CL 1-49 -

For fund
 Survey Fee (per Section 24) Completion BS £ 1800
Docking £ 13340
 Special Damage or Repair Fee (if any) £ 1740
 Screw Shaft (per Section 24) £ 7540
 Travelling expenses (if chargeable) £ 5220
 Certificate £ 2320
 Office expenses £ 1200
 Committee's Minute

Fees applied for

19-1 1949

Received by me,

20-1 1949

TUES. 22 FEB 1949

Assigned As new, without spl. chr.

Boat S. 1,49 BS 11,48

Busaleh F.N. Sultana
 Engineer Surveyor to Lloyd's Register of Shipping.

L Lloyd's Register
 W1087 00306

Port main engine HP piston rod found bent (see damage report) now faired and machined true.

DAMAGE 2)

NOW DONE

Negligence on the part of the ship staff -
Port and Stb main engines HP pistons and cylinders examined and found to be in very bad condition. The cylinders being very badly barrelled and ridged, and the Stb cylinder being cracked in the way of the top landing -

REPAIRS EFFECTED Both cylinders machined and new cast iron liners fitted, new pistons and rings fitted.

DAMAGE 3)

Grounding in Rhodes Harbour on 9th Nov 1947
(See report Piræus 7th February 1948)

NOW DONE

Port and Stb screw shafts drawn in and examined - No damage found, both shaft being in good condition.

REPAIRS WEAR & TEAR

Bilge and general service pumps renewed also steam and water ends machined, pistons renewed, buckets renewed and valve overhaul. Other minor repairs effected.

S.R.L.

Screw shafts examined and found in order. It is recommended this item be removed from the S.R.L. -