

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

(Received at London Office 29 DEC 1942)

Date of writing Report 10-7-42 19 When handed in at Local Office 19 Port of Alexandria

Survey held at Alexandria Date, First Survey 1-5-42 Last Survey 15-5-1942 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "EOCENE"

Gross 4216 Vessel built at Baltimore By whom Bethlehem S.B. Corp. Ld. Year 1922 Month 8  
 Net 2367 Engines made at Baltimore By whom Elcott Machine Corp. When 1922 8  
 Power 395 Boilers, when made (Main) 1922 8 (Donkey) 1922 8  
 Main Boilers 2 Owners Socony Vacuum Transportation Co Ld. Owners' Address (if not already recorded in Appendix to Register Book.)  
 Donkey Boilers Pressure 200 Managers Port London Voyage  
 Main Boilers If Surveyed Afloat or in Dry Dock Afloat (State Name of Dock.)  
 Donkey Boilers

Particulars of Classification (which must be inserted precisely as in Register Book and Supplements).

| CHARACTER<br>* for Special Survey<br>Date of last Survey and of<br>Periodical Surveys. | Years<br>assigned<br>now<br>expired. | Machinery and Boiler Surveys<br>(including date of N.B., if any) |
|----------------------------------------------------------------------------------------|--------------------------------------|------------------------------------------------------------------|
| +100 A.I. 12.41                                                                        |                                      | +LMC.10.38                                                       |
| ssHam. N°3-2.35                                                                        |                                      | BS. 10.40 12.41                                                  |
| ssPal. N°1-38.                                                                         |                                      | TS. 6.41 CL.                                                     |
| Carrying Petroleum in bulk.<br>Fitted for oil fuel 10.22 F.P.<br>above 150° F.         |                                      |                                                                  |

Report No. Port Particulars of Examination and Repairs (if any) Air Raid Damage and Machy. repairs.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where 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.

Has damage report made by anyone else? If so, by whom?

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

Did Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Was not done, state for what reasons?

What 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?

What is the latest date of internal examination of each boiler?

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

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

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

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

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

Has screw shaft now been drawn and examined? 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?

Has shaft now been changed? If so, state reasons. Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State 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. Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward. 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 survey is not complete, state what arrangements have been made for its completion and what remains to be done.

## Air Raid Damage.

The Master stated that the vessel was attacked by enemy aircraft whilst at Tobruk on the 25th. April, 1942.

For further particulars please see Ship's Log Book. The following is the damage found with recommendations for permanent repairs.

## FIND

In Condenser inlets tubes choked.

Dynamo not working satisfactory and wiring accommodation amidships defective.

## RECOMMENDED

Inlets to be cleaned and Condenser cleaned and tested.

Dynamo to open up for examination and test and wiring to be repaired where defective. Wiring to be tested throughout vessel. P.T.O.

## General Observations, Opinion, and Recommendation:

The Machinery of this vessel is eligible for classification 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.; thus, for example, B.S. 9.11, B. & M.S. 9.11, \* L.M.C. 9.11, or \* LMC 140 lb., F.D., etc.) CS 3.34.

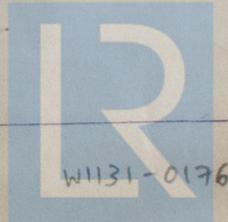
In my opinion to remain as classed without fresh record of Survey.

Survey Fee (per Section 29) £ 5 : 5 : 0  
Damage or Repair Fee (if any) £  
Printing expenses (if chargeable) £ 10 : 0

Committee's Minute TUE 26 JAN 1943  
As now

Fees applied for 30-5-1942  
Received by me, 30-5-1942

J. B. Bone  
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

FOUND

Telemotor stated to be defective.

Telephones (4) stated to be defective.

Deck steam lines leaking (joints).

Machinery repairs.

Main Circulating Pump.

The Main Circulating Pump impeller casing (cast iron) found wasted in way impeller sides (end play of impeller 3/16").

Now done.

Impeller casing faired up where wasted and brass liners fitted to bronze impeller sides after machining (each liner 5/32" thick). Liners held in place with countersunk brass screws. Impeller adjusted to working clearance and satisfactory.

Steering Gear Engine.

The control valve found to be badly scored.

Now done:-

New control valve made and fitted.  
Engine run for 2 hours and satisfactory.

The above repairs have been completed satisfactory.

RECOMMENDED

Steering gear and telemotor to be examined complete and tested.

To be repaired.

Pipe line joints to remake and test pipes.

*Damage caused by enemy action.  
Condenser, dynamo, electric circuits  
& steering gear placed in order.*

*It is submitted that  
this vessel is eligible to  
remain as CLASSIFIED*

*Reported sunk.*

*L.S.  
23/1/63.*

