

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

(Received at London Office)

1 DEC 1941

24 NOV 1941

Date of writing Report

19

When handed in at Local Office

21.11.

1941. Port of *Newcastle on Tyne*No. in
Reg. Book.Survey held at *Southon Leslie*

Date, First Survey

4 Nov

Last Survey

6 Nov 1941

31695

on the Machinery of the *Wood, Iron or Steel**SAN DELFINO*

(No. of Visits)

2

Tonnage

Gross *8072*Net *4800*Vessel built at *Swanton Hill on Leas*By whom *Furness shipbuilding Co Ltd* When *1935-9*Engines made at *Newcastle*By whom *Southon Leslie & Co Ltd* When *1938*Nominal
Horse Power*502*

Boilers, when made (Main)

(Donkey) *1938*

No. of Main Boilers

Owners *Tape Oil & Shipping Co Ltd*

Owners' Address

(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers

2

Managers

Port *London*

Voyage

Steam Pressure—
in Main Boilers

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

*Afloat*in Donkey Boilers *180*Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).CHARACTER.
* for Special Survey
Date of last Survey and of
Periodical Surveys.Years
assigned
expired.Machinery and Boiler
Surveys
(including date of N.B., if any).

* 100 A1

* 100 A1

10 B 41

DB 88.40

Carrying petroleum

CL 6 40

in bulk S.S. No. 3-8.40

H.P. 2nd class

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Cape Town, South Africa

Last Report No. *99939* Port *N.W.C.*Particulars of Examination and Repairs (if any) *Repairs to funnel*

(Periodical Surveys, when held, must be reported in detail and serially 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

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?

" " " Donkey " " "

If this was not done, state for what reasons?

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

Also 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 latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

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?

, 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 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?

State 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

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

Is electric light and 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 *Survey complete*

A length of 180 feet of 37/103 V.C.L.P. 8 cable feeding the midships clipped to the underside of the fore and aft gangway was found to be defective and was replaced by new cable of which the insulation was taken & found good.

General Observations, Opinion, and Recommendation:— *This report is for the information*

(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.M.S. 9.11, L.M.C. 9.11, or

R.M.C. 140 lb., F.D., &c.)

of the Committee.

Survey Fee (per Section 29) £ : :

Licence base.

Special Damage or Repair Fee (if any) £

Estimated fee £2.2.0

Travelling expenses (if chargeable) £

Fees applied for

19

Received by me,

19

Committee's Minute

Assigned *As now*

FRI. 12 DEC 1941

Engine Surveyor to Lloyd's Register of Shipping.

W. H. Cornell
Lloyd's Register
Foundation

W120-0081

Repair to electrical cable carried
out

It is submitted that
this vessel is eligible to
remain as GLASSELL.

Hmw
8.12.41



© 2019

Lloyd's Register
Foundation