

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

(Received at London Office - 8 FEB 1937)

Date of writing Report 19 When handed in at Local Office 4/2/1937 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at Newcastle on Tyne Date, First Survey 8/1/37 Last Survey 3/2/1937 (No. of Visits 14)

83279 on the Machinery of the Wood, Iron or Steel S/S SAN FLORENTINO.

Tonnage { Gross 12842 Net 8107 Vessel built at Newcastle By whom Swan Hunter & Wigham Richardson Ltd When 1919-4

Nominal Horse Power { 958 Engines made at do By whom Wallsend Slipway & Co Ltd When 1919.

No. of Main Boilers 5.56 Boilers, when made (Main) 1919. (Donkey) -

No. of Donkey Boilers 1 Owners Eagle Oil & Shipping Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 220 lb Managers Port LONDON Voyage

in Donkey Boilers 1 # Surveyed Afloat & in Dry Dock Swan, Hunter & Wigham Richardson Ltd Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 14694 Port Buenos Aires.

Particulars of Examination and Repairs (if any) H.W. Damage

(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 not required

Was a damage report made by anyone else? If so, by whom? Yes. Messrs A.B. Cooke & Co. for underwriters

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

Donkey Yes

If this was not done, state for what reasons? Yes

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

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? Yes

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? Yes To what pressure were they afterwards adjusted under steam?

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

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 Boiler?

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

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? No If so, state reasons

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft 12/1/37 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close fit.

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

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

How done: Examination on account of damage states to have been caused by heavy weather on various dates from 19th Sept 1936, to 2nd January 37 on voyage from Curacao to Buenos Aires & the Tyne.

Vessel placed in dry dock. Propeller, stern bush, Tail Shaft (drawn in) and shaft fastenings of sea connections examined and found or placed in good order.

Turbines & D/R Gear opened up, and HP & M.P. Turbines, L.P. Turbine, rotors, casings & bearings D/R Gearing & Shafting, Thrust & Intermediate Shafts & bearings examined and found or now placed in good order. ENCLOSED ARE 3 PHOTOS OF DAMAGED GEARS.

Repairs due to damage: Stern bush lower half renewed, T.S. liner scored - now dressed up smooth.

HP Rotor sent to ship; M/Stage - 30 blades renewed, 2nd Stage - blades hardened up, & Rotor dynamically balanced.

HP 1st Redn Pinion - renewed, LLOYDS NO 6722 HAI. 18/11/36, HP 1st Redn Wheel - renewed, LLOYDS 6722 HAI 27/11/36

See Glasgow Forging Rpt in 6722. L.P. 2nd Redn Pinion & main Wheel TEETH, slightly indented, - carefully examined, dressed up & bedded, and placed in good condition.

W.T. repair: Crank Shaft of Stbr Dynamo Engine - which broke between main beam & overhung flywheel now renewed.

General Observations, Opinion, and Recommendation: - The Machinery of this vessel is in

(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 E.L.M.C. 140 lb., F.D., &c.)

Good condition, eligible in my opinion to remain as classed and to have record TS cl. 1.37.

The stem in S.R. re Gearing to be deleted.

Survey Fee (per Section 29) £ 10:10: - Fees applied for - 6 FEB 1937

Special Damage & Repair Fee (if any) (per Section 29.) £ 10:10: - Received by me, A. Latt

Travelling expenses (if chargeable) £ 27:2:1937 2/3

Committee's Minute FRI 5 MAR 1937

Assigned See Fol 9105

Engineer Surveyor to Lloyd's Register of Shipping.

