

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

Date of writing Report January 20 19 43 When handed in at Local Office 19 Port of Saint John, N. B.
No. in Survey held at Saint John, N. B. Date, First Survey December 30 Last Survey January 2 19 43
eg. Book (No. of Visits 2)

19013 on the Machinery of the ~~Wood Iron~~ Steel screw steamer "MOUNT MYCALE"
Year. Month.
Gross 3556 Vessel built at Newcastle By whom Tyne I.S.B. Co. Ltd. When 1907 2
Net 2288 Engines made at Sunderland By whom J. Dickinson & Sons When 1907
Nominal Horse Power 307 Boilers, when made (Main) 1907 (Donkey) 1930
No. of Main Boilers 2 Owners Atlanticos S.S. Co. Ltd. & Owners' Address Giorgilis Bros.
No. of Donkey Boilers 1 Managers Kulukundis Shipping Co. S.A. Port Piraeus Voyage
Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Afloat at W. St. John
in Donkey Boilers 120 (State name of Dock.)

Last Report No. Port Particulars of Examination and Repairs (if any) BOILER REPAIRS

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 " " "

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/or power fitted?

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.

At the request of the Owners' representative examined the furnaces and back ends of the port and starboard boilers.

FOUND: Port boiler: Four furnace tubes leaking round the circumferential joints of the tubes and tube plates, the wrapper plate and back plate in way of the port low furnace leaking and five rivets leaking in way of this. One rivet leaking in joint of back plate and wrapper plate in way of starboard low furnace. Four plain tubes wasted at back end in lower box of starboard furnace. Several C.C. stay nuts leaking. Starboard High furnace, some fire cracks found in way of rivets in back circumferential joint.
Starboard boiler: The circumferential joint of the four furnace tubes and tube plates leaking and one C.C. stay nut leaking in the starboard back-end. (See back of sheet)

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, B.S. 9,11, B.E.M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)
CS 3,34,

The boilers of this vessel are in good and efficient condition and eligible in my opinion to remain as now classed without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for Jan. 19 1943
Recht Damage or Repair Fee (if any) \$ 20.00
(per Section 29.)
Travelling expenses (if chargeable) \$ 3.00
Received by me, 19
C. Westbury
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned Deferred
WED. 31 MAR 1943
Lloyd's Register
W198-0131

MS. due 842 Partly held 942 Not advanced
Port & Star main bilge repaired

It is submitted that this
vessel WILL BE eligible for
the record.

BS 942 when
GMS has been held.

Submitted the names to representatives
to state what arrangements
are proposed for the
GMS keels held

July
26.8.42

REPAIRS - Now Done:

The circumferential joints of the furnace tubes and tube plates in both boilers were thoroughly cleaned and electrically welded and caulked as necessary. Leaky rivets in Port boiler centre back end were caulked. Seam of back plate and wrapper plate caulked where leaking. Approximately 17 C.C. stay nuts removed, stays caulked and nuts replaced. Fire cracks in way of rivets in circumferential joint in starboard back end of Port boiler veed out and electrically welded. Both boilers examined under steam and appeared satisfactory.