

REC'D NEW YORK OCT 3 1 1941

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

(Received at London Office 6 JAN 1942)

Date of writing Report 21<sup>st</sup> October 1941 When handed in at Local Office 21<sup>st</sup> October 1941 Port of BALBOA (CANAL ZONE)

No. in Reg. Book. Survey held at BALBOA Date, First Survey 8<sup>th</sup> October Last Survey 16<sup>th</sup> October 1941 (No. of Visits 5)

on the Machinery of the ~~Wood, Iron or Steel~~ SCIMITHALIA

Gross 8229 Vessel built at Kiel By whom Howaldtswerke When 1926-4  
 Net 5075 Engines made at Winterthur By whom Sulzer Bros. Ltd. When 1926  
 Main Boilers 776 Boilers, when made (Main)  (Donkey) 1926  
 Main Boilers  Owners Panama Transport Co. Owners' Address Port Panama Voyage                       
 Donkey Boilers 3 Managers                       
 Pressure in Boilers                      If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.)                     

Report No. 2770 Port L.A.N.

## Particulars of Examination and Repairs (if any) part L.M.C.S., Repairs.

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

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined.

Has a special damage report been 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?

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

Were any parts of the Boilers not done, state for what reasons? Stated W.T.B. surveyed at Los Angeles in 6.41. Toll D.D. out of use.

Were any parts of the Boilers could not be thus thoroughly examined?

Were any 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 was the date of internal examination of each boiler?

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

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

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

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

Has the shaft now been drawn and examined? No Is it fitted with continuous liner?

Has the shaft now been changed?  If so, state reasons                     

Has the shaft now fitted been previously used?  Has it a continuous liner?

Examination of Screw Shaft  State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft                     

Were the parts, when referred to by numbers, should be counted from forward?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Is the insulation not complete, state what arrangements have been made for its completion and what remains to be done. It is stated that the L.M.C.S. will need from time to time.

Were any repairs for part L.M.C.S. - The following machinery parts examined & found, or placed, in good condition -

Port Main Engine Compressor cylinders, pistons, cover, valves, connecting rod with top & bottom ends, Judson pin, Crank pin, forward crank journal.

Repairs: - Port Main Compressor Judson pin renewed, top end brasses renewed, bottom end brasses & forward main bearing brasses reinstalled. On completion of the repairs the port main engine compressor tried under working conditions & found satisfactory.

## Observations, Opinion, and Recommendation: -

The Machinery of this vessel, as now seen, is in efficient condition, and eligible in my opinion to remain as classed with fresh L.M.C.S. (with det.) when the survey has been completed.

## 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.)	Limit assigned (if any) to the survey.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A.I.		L.M.C.S. 7.40
Shells & vit. painted		10.39
7.40 6.41		DBS 7.40 6.41
CS. B.M. No. 3-12-38		TS-CL 5 10-39
N.Y.K.		P 12-39
2 W.T.B.s.		Oil Engines
		Continuous Survey
		Carrying petroleum in bulk



1861. NO. 1861. "SCIMITHALIA" 1711

Vertical text on the left margin: "Surveyed the Boilers of the vessel... Register of Shipping... Recommendations... carried out... recommended... made in the Register... survey has been... examined..."

Vertical text on the right margin: "Insert Character of Ship and Machinery precisely as in the Register Book"

Vertical text on the right margin: "Is a Certificate required? If so, to be sent to..."

(per Section 29) part L.M.C.S. £ # 25= Fees applied for 16<sup>th</sup> Oct. 1941 AC  
 Repair Fee (if any) £ # 50=  
 LATE FEE £ # 10= Received by me,                       
 Expenses (if chargeable) £ # 2=

A. J. J.  
Engineer Surveyor to Lloyd's Register of Shipping.



Committee's Minute NEW YORK NOV 5 1941

Assigned as now

REGISTERS OF ENGINES AND BOILERS

Wm. Addy & Co. 10 York St. No. 1000

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