Rpt. 9.

No. 50396.

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

(Received at London Office DEC -5 1939)

Date of writing Report ..... 19.. When handed in at Local Office 4 DEC 1939 19.. Port of HULL

No. in Reg. Book. 33013 Survey held at Hull Date, First Survey Nov. 22nd Last Survey 29th 1939 (No. of Visits 3.)

on the Machinery of the ~~Wood, Iron or~~ Steel SAN CALISTO

Tonnage { Gross 8010 / Net 4807

Nominal Horse Power 503

No. of Main Boilers ✓

No. of Donkey Boilers 2

Steam Pressure— in Main Boilers ✓

in Donkey Boilers 180 lb

Vessel built at Port Glasgow. By whom Lithgows Ld. When (Year. Month.) 1937-2

Engines made at Greenock By whom J. G. Kincaid & Co Ld. When 1937

Boilers, when made (Main) ✓ (Donkey) 1937

Owners Eagle Oil & Shipping Co Ld. Owners' Address (if not already recorded in Appendix to Register Book.) ✓

Managers ✓ Port London Voyage ✓

~~If~~ Surveyed Afloat & in Dry Dock King George (State name of Dock.)

Last Report No. ..... Port .....

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 not expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A1		✠ LMC 2,37.
3.39.		CL.
		Oil Eng.
Carrying Petroleum	in	bulk.

Particulars of Examination and Repairs (if any) Docking & C.S.

(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 ✓

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? no 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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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 C.S. Case.

Now Done:- Vessel placed in drydock. Examined propeller & outside fastenings. Examined main engines connecting rods and top ends nos. 1 & 3, bottom ends nos 4 & 5, crankshaft journals 5 & 10 and jacket cooling pump.

General Observations, Opinion, and Recommendation:— Eligible to remain as classed

(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 ✠LMC CS 3,34 140 lb., F.D., &c.)

with fresh record of ✠ LMC with date on completion

Survey Fee (per Section 29) CS £ 5 : 5 :

Special Damage or Repair Fee (if any) £ : :
(per Section 29.)

Travelling expenses (if chargeable) £ : :

Fees applied for ..... 19..

Received by me, ... 19..

W. J. Shields.
Engineer Surveyor to Lloyd's Register of Shipping.

WED 20 DEC 1939

Committee's Minute .....

Assigned As now

? CS fee

The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

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Cleared

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