

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

(Received at London Office)

SEP 27 1938

Date of writing Report 24 / 8 1938 When handed in at Local Office 26 9 1938 Port of Antwerp
No. in Reg. Book 73816 Survey held at Antwerp Date, First Survey 12 Sep Last Survey 23 Sep 1938
(No. of Visits 7)
on the Machinery of the Wood, Iron or Steel "ELENGO A. KYDONIEFS"
Tonnage Gross 4129 Vessel built at W. Harlepool By whom Irvine's S.B. & D.O. Co. Ltd. When 1916 - 17
Net 2564 Engines made at Harlepool By whom Kilbuck & Co. Ltd. When 1916
Nominal Horse Power 405 Boilers, when made (Main) 1912 (Donkey)
No. of Main Boilers 3 Owners P. A. Kydoniefs Owners' Address Antwerp Voyage
No. of Donkey Boilers 1 Managers P. A. Kydoniefs If surveyed Afloat or in Dry Dock Nº 289 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers 180 lbs in Donkey Boilers ✓

Last Report No. Port
Particulars of Examination and Repairs (if any) 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? Underwriters Surveyors

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 ✓

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? No 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 14 Sep 38 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft rewooded

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

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 Complete. how done on account

Damage stated to have been sustained when vessel grounded off Cape Thomas, Brazil. 7 Aug 1938 :- Vessel placed in drydock. Propeller outside fastenings examined. Screwshaft drawn in & examined. Stern bush examined. Underwater sea connections opened out & examined. Main engine cylinders, pistons, valves, condenser (tested), crankshaft, thrust, intermediate shafting, & attached pumps and their valves examined. The following repairs have now been done:- screwshaft key renewed, sternbush lower half bush renewed, after shaft coupling bolts renewed, Nº 2, 5 & 7 (from pr.) tunnel bearings remounted together with thrust bearings L.P. & H.P. bottom end brasses Nº 2 journal top half brass H.P. Guide M.P. & H.P. valve spindle guide brasses, L.P. junk & piston rings renewed together with M.P. valve M.P. packing M.P. top end bottom half brass & keep M.P. stern eccentric, M.P. false face & H.P. valve liner machined true, M.P. piston rod & H.P. & M.P. valve spindles bearing surfaces polished true in lathe some 800 condenser tubes renewed, circulating pump rod renewed, main injection valve lid renewed, pumpbrams and pump valves overhauled & placed in order.

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, D.&M.S. 9,11, & L.M.C. 9,11, or any other classification.)

Eligible, in my opinion, to remain as classed without fresh record & with notation TS CL seen 9.38

Survey Fee (per Section 29) £ 367.5 Fees applied for 46 9 1938
Special Damage or Repair Fee (if any) £ Received by me, 19
Travelling expenses (if chargeable) £

Committee's Minute

Assigned

FRI 14 OCT 1938

WS57-0122

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation