

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

17 AUG 1949

Date of writing Report..... 18-7-1949 When handed in at Local Office..... 22 JUL 1949 Port of.....

No. in Survey held at..... Newcastle Date. First Survey..... 11-7-49 Last Survey..... 18-7-1949
Reg. Book..... "HELLENIC CHRYSOULA" ex "Bendicor" (No. of Visits..... 2)

12126 on the Machinery of the ~~Wood, Iron or Steel~~ HELLENIC CHRYSOULA Year. Month. 1910 3

Gross 1484 Tonnage Net 817 804 Vessel built at Sunderland By whom S. Brown & Sons Ltd When 1910 3

1 Nominal Horse Power 1150 IHP Engines made at Sunderland By whom Richardson, Westgarth & Co When 1910 3

No. of Main Boilers 1 Boilers, when made (Main) -1/1940 (Donkey) ✓

No. of Donkey Boilers 1 Owners Cia. Atalaya de Nav. General Lda. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lbs Managers Port Panama Voyage ✓

in Donkey Boilers 100 lbs If Surveyed Afloat or in Dry Dock Slipway (State name of Dock.) Blandford

Last Report No. ✓ Port ✓

Particulars of Examination and Repairs (if any) Damage & TS/CL.

(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 no not required

Was a damage report made by anyone else? If so, by whom? Underwriters

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

" " Donkey " " "

If not, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

stern bush 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.

Damage stated to have occurred at 12-10 pm. on July 7th 1949 by striking buoy off 7 Lamborough Head. Main engines stated to be stopped at time of impact.

How done for damage: Vessel placed on slipway, examined propeller, stern bush, tailshaft (drawn in & tested in lathe for truth) Wear down 1/8".

Damage Repairs: Damaged propeller replaced by vessel's spare, new propeller & tailshaft taper checked before shipping & found satisfactory. The Owners Representative states that a spare propeller is on order & will be put on board as soon as possible.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in my opinion in good & efficient condition & eligible to remain as classed with fresh record of TS/CL 7.49 subject to a spare propeller being put on board as soon as possible.

(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, BS 9.11, B&MS 9.11 or LMC 140 lb., FD, &c.)

Survey Fee (per Section 29) TS(06) 2 2 : 0 : 0 Fees applied for

LIBRANCE SUPERVISION RLIF 19

Special Damage or Repair Fee (if any) 2 4 : 4 : 0 Received by me,

(per Section 29.)

Travelling expenses (if chargeable) 2 : : 19

FRI. 21 OCT 1949

Committee's Minute

Assigned As now, subject

S. 7.49

Engineer Surveyor to Lloyd's Register of Shipping.

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