

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

Date of writing Report. 25th August 1947 When handed in at Local Office. 19 Port of Amsterd

No. in Reg. Book. Survey held at Amsterdam Date. First Survey 2nd June Last Survey 13th Aug. 19 47
6666 on the Machinery of the ~~Wood, Iron or~~ Steel S/S "CHRYSSOULA" / ex "Bardiss" (No. of Visits 3)

Tonnage { Gross <u>1441</u>		Vessel built at <u>Sunderland</u>	By whom <u>J. Crown & Sons Ltd.</u>	Year. <u>1910</u> Month. <u>3</u>
Net <u>804</u>		Engines made at <u>do</u>	By whom <u>Richardsons, Westgarth & Co.</u>	When <u>1910 - 3</u>
Nominal Horse Power <u>182 HP</u>		Boilers, when made (Main) <u>Cig. Stalyards Warrington (Donkey)</u>		When
No. of Main Boilers <u>2</u>		Owners <u>James Yennanatos (Admiral) Ltd.</u>	Owners' Address <u>London</u>	
No. of Donkey Boilers <u>1</u>		Managers <u>China Helms Lines Ltd.</u>	(If not already recorded in Appendix to Register Book.)	
Steam Pressure in Main Boilers <u>180</u>		Port <u>Panama</u>	Voyage	
in Donkey Boilers <u>—</u>		If Surveyed Afloat <u>or in Dry Dock</u>	<u>Weef Holland Nautic</u>	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
		(State name of Dock.)	<u>Haarlem</u>	

Jerusalem

precisely as in Register Book & Supplements).

CHARACTER.

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Particulars of Examination and Repairs (if any) (Periodical Surveys when held)	SPECIAL SURVEY	for Special Survey.	Year assigned now expires	Machinery and Boiler Surveys (Including date of N.B., if any)
	CONVERSION TO OIL-FIRING	Date of last Survey and of Periodical Surveys.		
		+ 12 M.		

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.

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? _____

If not, state for what reasons.....

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 Boilers? _____ Present condition of funnel(s) _____

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? _____

Has the screw shaft now been drawn and examined? _____, and of the Donkey Boilers? _____

Has shaft now been changed?..... If so, state reasons..... Has the shaft now fitted been previously used?..... Has it a continuous thread?

Is electric light and/or power fitted? _____ State the wear down in the _____

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

The Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

The main engine has been supplied, and the following parts, when referred to by numbers, should be counted from forward.

In accordance with the Owner's Superintendent the following recommendations are made:

all 3 piston rods and slide-valve rods to be skimmed up and re-bushed - HP slide valve and valve-face to be dressed up - all 3 rods to be re-bushed - HP slide valve

and strips to be planed-off and re-adjusted — all eccentric sleeves to be planed-off — all 3 crosshead bearings to be removed — guide shoes

place and bearings to be re-adjusted bearing pockets in ME bedplate to be dressed-up in

renewed, neck & gland bushes to be renewed — reversing gear, turning gear, & other

Thrust block opened out thrusts should examine

in neck of collars, thrust shaft to be renewed and horse-shoes to be re-m. to block

Please

General Observations, Opinion, and Recommendation: *TL*

(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, no alteration required.)

We are of opinion that this vessel is eligible to remain as classed w/o. retain.

As the Owners now desire to have the vessel comply with the requirements of the Rules.

FOR THE INFORMATION OF THE COMMITTEE

Key Fee (per Section 29)..... £ :37:50) Fees applied for
19-8-10 47(

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

...ing expenses (if chargeable) £ 11: - 19

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

Signed

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machinery of the *S/S "CHRYSSOULA"* (ex "*Bondicar*")

(CONTINUED)

Intermediate shafting examined and found with its bearings in order.

Condenser examined, hydr. tested and found in order.

Ballast pump and indep. feed pump to be opened for inspection.

The new main boiler (come from a "Flower-class" corvette, which was found marked: N°1036. Lloyd's Test. 387 lbs. WP 225 lbs. J.J.T. 25-1-40) to be opened for inspection.

Existing donkey boiler to be opened for inspection.

As the vessel will be equipped with an oil fuel burning plant, the pumping arrangement is to be converted in accordance with the Rules and a plan to be submitted for approval.

With regard to the fitting of an Electrical Equipment, a plan is to be submitted for approval

W. H. H. T. J. J. T.
Officer