

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

(Received at London Office 10 DEC 1951)

Date of writing Report 4th Dec 1951. When handed in at Local Office 4th Dec 1951. Port of Naples.
No in Reg. Book Survey held at Naples. Date First Survey 25th Nov. Last Survey 30th Nov. 1951.
28785. on the Machinery of the ~~XXXXXXXXXX~~ Steel s.s. "TAXIARCHIS". (No. of Visits Two.)

Tonnage Gross 4221. Vessel built at Stockton. By whom Richardson Duck & Co., Ltd. Year 1913. Month 9.
Net 2619. Engines made at Stockton. By whom Blair & Co., Ltd. When 1913.
Minimum Power 394. Boilers, when made (Main) 1913. (Donkey) 1913.
Main Boilers 3SB. Owners Lemos Bros & Theseus S.S. Co., Ltd. Owners' Address =
Donkey Boilers = Managers = Port Syra. Voyage U.S.S.R.
If Surveyed Afloat or in Dry Dock afloat. (State name of Dock.)

Report No. 133992
Particulars of Examination and Repairs (if any) Comp BS.
Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 details of any letters respecting this case, Liv ltr to Gen. 12.10.51.

CHARACTER * for Special Survey, Date of last Survey and of Periodical Surveys.	Years assigned expired	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1. 1.5.51.	51	+LMC. 1.49.
ss.Pir. 2nd N° 3138.		BS. 10.50.
ss.Pir. 1.49.		CL. 3.51.

When 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 =

Has a special damage report made by anyone else? If so, by whom? =

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Cr & Port.

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

State for what reasons = What parts of the Boilers could not be thus thoroughly examined? =

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? =

Latest date of internal examination of each boiler Cr & Port. 25.11.51. Present condition of funnel(s) good.

Did the Surveyor examine the Safety Valves of the Main Boilers? Port. To what pressure were they afterwards adjusted under steam? All 180 Lbs.

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? Port. and of the Donkey Boilers? =

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

Has the screw shaft now been drawn and examined? no Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no

Has the 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 screw bush =

Is electric light fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no.

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. BS complete, see also Liverpool report.

Work done. Port boiler examined throughout, with all mountings, and found in good condition.
Centre boiler examined internally and repairs previously recommended carried out.
All boilers examined under steam and their safety valves adjusted.
Repairs effected. See also Liverpool report.
Centre boiler. Both wing furnaces, back plates cropped and part renewed.
Port combustion chamber, 12 screw stays renewed.
Centre combustion chamber, 6 screw stays renewed.
Starboard combustion chamber, 6 screw stays renewed.
Boiler tested hydraulically on completion of repairs and found tight.

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, BS 9,11, B&MS 9,11, *LMC 9,11 or *LMC 140 lb., FD, &c.)
CS 3,34
The vessel's machinery is eligible, in my opinion, to remain as classed, and to have fresh record of 10.51, as previously recommended.

Survey Fee (per Section 29) Comp BS. £ 10 0 0
Sunday fee. £ 3 10 0
Special Damage or Repair Fee (if any) (per Section 29.) £ 1 10 0
Expenses (if chargeable) £ 1 10 0
Committee's Minute FRI. 7 MAR 1952
Assigned BS 10, 51

Fees applied for Through London.
Received by me
WED 12 JAN 1952

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Insert Character of Ship and Machinery precisely as in the Register Book.

A Certificate required? If so, to be sent to

BS due 10.51 pl bed 10.51 now completed.
Set repairs effected to centre boiler

It is submitted that this
vessel is eligible for THE
RECORD. BS 10.51 without pl cdn.

68.1. 2.4.
29.12.57

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