

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

(Received at London Office)

24 JUN 1932

Date of writing Report 18th June 1932 When handed in at Local Office

19

Port of Braila (Romania)

(No. of Visits six.)

Survey held at Chilia and Reni

Date, First Survey 17th May Last Survey 5th June 1932

189 on the Machinery of the Wood, Iron or Steel Sc. Sp. 'Giori' ex 'Levros'

Gross 4227

By whom Northumberland S.P. Co. Ltd When 1906 - 9

Net 2710

By whom Richardsons Westgarth Co. When 1906

Minal Power 372

1906 (Donkey) ✓

of Main Boilers 35

Owners' Address

of Donkey Boilers in Pressure

(if not already recorded in Appendix to Register Book.)

Main Boilers 180 lbs

Port Chios Voyage Wien

Donkey Boilers

Vessel built at Newcastle

Engines made at Sunderland

Boilers, when made (Main)

Owners G. F. Andreadis

Managers

If Surveyed Afloat or in Dry Dock Afloat

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER
X for Special Survey.
Date of last Survey and of
Periodical Surveys.Machinery and Boiler
Surveys
(Including date of N.B., if any)

X 100 A1

X LMC 8,27

Afloat 4.30

BS 5,31

Spir. 2nd No. 3-8,27

CL 4.30

CARGO BATTENS NOT FITTED.

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

1st Report No. Port

Particulars of Examination and Repairs (if any)

Radical Surveys, when held, must be reported in detail and sieriatim in the terms of the Rules. State clearly the use 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 sides 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?

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

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

Do. Donkey " "

This was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined? All parts could be 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?

Does the Surveyor examine the Safety Valves of the Main Boiler? Yes, in order.

To what pressure were they afterwards adjusted under steam? 180 lbs.

Does the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Does the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? All in order, and of the Donkey Boilers?

Does the Surveyor examine the drain plugs of the Main Boilers? No plugs fitted, and of the Donkey Boiler?

Does the Surveyor examine all the mountings of the Main Boilers? All in order, and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes

Has the 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?

Is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

Examination of engines and boilers

Top and bottom covers of HP, IP, and LP cylinders removed and cylinders gauged, found cylinders

valves, piston rings and springs in order, all packing of stuffing boxes renewed examined

port and starboard guides and guide shoes, found white metal in order. Top end brasses of HP

enclosed, top and bottom ends of IP and LP adjusted Opened all main bearings, found slide

metals in good condition, these have been recently renewed. Covers of HP piston valve and IP, LP

slide valves removed, found false faces piston rod and rings, slide valve spindle in order.

Centric straps of HP, IP and LP white metal renewed. Examined journals, crank pins, crank shaft

thrust shaft, and tunnel shafting, found whole shafting in order and in true line.

Thrust block, collars cleaned, metal for shoes recently renewed, always dressed up. Tunnel bearings

and white metal in the bottom halves efficient. Pump link bearings, and pump lever brasses

renewed. Condenser opened, cleaned, about 20 tubes and 60 wood ferrules renewed. Main

pump disconnected, bilge pump rams and feed pump rams taken out, found chambers suction and

P.T.O.
Is a Certificate required? If so, to Designate to

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, B.A.M.S. 9,11, or X L.M.C. 9,11, 140 lb. F.D., &c.)

To be allowed to remain as now classed and to have the record of X LMC 8,27 and BS 5,31 made in the Register Book.

Fee (per Section 29) £ 25 : 4 : 0 Fees applied for 18th June 1932

Special Damage or Repair Fee (if any) £ : : Received by me, 18th June 1932

Voluntary expenses (if chargeable) £ 1 : 0 : 0 TUE. 5 JUL 1932

Committee's Minute Deferred

signed

H. C. W. L. G. C. L. R. S. P. O. 2020
FRI. 4 NOV 1932
Engineer Surveyor to Lloyd's Register of Shipping

W1256-0310

Lloyd's Register
Foundation

delivery valves in order. Circulating pump, in order, india rubber valves renewed. Air pump opened all metallic valves in good condition have been recently renewed. Ballast pump disconnected, piston for steam cylinder skimmed up, water cylinder piston rings renewed. Feed pump (auxiliary) overhauled. Evaporator opened, coils sealed, safety valve and pressure gauge put in order. Valve chests opened, and valves overhauled. Reversing engine in order. Steering engine, control and piston valve chambers opened, rings overhauled, neck and gland bush renewed. Examined feed water pipes, bilge pipes in the engine room, main injector pipe and discharge pipe in order. Dynamo in good working condition.

Annual main boiler survey. Three marine multitubular boilers with three corrugated furnaces each. Now done: furnaces, combustion chamber plates scraped, all smoke tubes cleaned, steam and water space scraped and washed. Gauged furnaces found all crown down as follows: starboard boiler furnace down about 1"; centre boiler, starboard furnace crown down about $\frac{1}{2}$ ", centre furnace and port furnaces $\frac{3}{4}$ "; port boiler, port and starboard furnaces crown down about 1" and centre furnace $\frac{3}{4}$ ". Starboard boiler, starboard wing furnace, cast iron bridge ^{plate} renewed. Main feed check valves for all boilers renewed. Main stop valve for port boiler valve faced in lathe, bush renewed. Main stop valve for centre boiler bush renewed. All zinc slabs renewed. Examined boilers inside, found centre boiler four main stays slightly worn, still efficient; all combustion chamber stays, dog stays, internal feed pipes in order. Examined safety valves, blow down valves, steam and water gauges in order. Found all manholes reinforced by electric welding.

Tested all three boilers under full head of steam safety valves adjusted they blow off at 180 lbs.

J.A.C. Lorber
Surveyor to Lloyd's Register

*No. 1 dues paid
Our repairs effected.*

*Mar 20th 1912 6.92.
When the sea
Connections have
been examined
R.J. 2/2/12*



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