

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

(Received at London Office 17 OCT 1941)

Date of writing Report 15-10-41 When handed in at Local Office 15-10-41 Port of SWANSEA

No. in Reg. Book. 32754 Survey held at SWANSEA Date, First Survey 25-9-41 Last Survey 10-10-1941 (No. of Visits 7)

on the Machinery of the Wood, Iron or Steel SS STYLIANOS CHANDRIS

Tonnage Gross 6059 Vessel built at ALEXANDRIA VA By whom VIRGINIA S.B. CORP. When 1919 Month 12
Net 3743 Engines made at PHILLIPSBURG NJ. By whom INGERSOLL RAND CO When 1919

Nominal Horse Power 359 Boilers, when made (Main) 1919 (Donkey)

No. of Main Boilers 3s Owners J. D. CHANDRIS Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers Managers Port PIRAEUS Voyage

Steam Pressure in Main Boilers 190 If Surveyed Afloat or in Dry Dock AFLOAT Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers Last Report No. 54013 Port CFE

Particulars of Examination and Repairs (if any) REPAIRS

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

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?

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

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. Present condition of funnel(s)

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?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main 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? 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. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted Yes

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

Now Done At Owners request attended on board on account of

stated knock in L.P. cylinder, cylinder opened up and

piston rod found set over at cone end. Piston and cylinder

examined and found in good order, cylinder drains overhauled.

New L.P. piston rod fitted, marked. LLOYD'S 1893. 3.10.41 L(M)R.

Ballast pump valve chamber opened up.

and complete new set of valve guide spindles

of extra length to permit nutting and locking on under side of

seat fitted.

Centre main boiler port side safety valve opened up and overhauled

General Observations, Opinion, and Recommendation:— The machinery of this

vessel as now seen is in good condition and eligible in

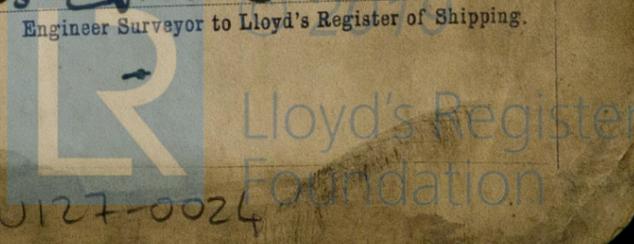
my opinion to remain as now classed without fresh record

of survey.

Survey Fee (per Section 29) £
Special or Repair Fee (if any) £ 8:8:0
(per Section 29.)
Travelling expenses (if chargeable) £
LICENCE CASE ESTD FEE £ 5:5:0
Committee's Minute
Assigned

Fees applied for 15-10-19-41
Received by me,
19

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



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

Is a Certificate required? If so, to be sent to

W127-0024

NOW DONE CONT^d

Valve spindle renewed, safety valve adjusted to 190 lbs sq

Starboard side inboard dynamo armature shaft removed ashore and shaft coupling face fixed up, machine tried under working conditions and found satisfactory

Other repairs effected to Ministry of Shipping licence.

22 HYK 2-338
241
WITH FEEDBOARD
SHEETER DR
+ 100AL

L.P. piston rod renewed on account of defect in cone part
Some pumps repaired & boiler repairs

BS partly held 9.41

It is submitted that this vessel W.I.L.B.E. eligible

for the records. BS 9.41 when

the deck entered gear for the at

licenion valves have been placed in order

Thru
30. 8. 41

