

# 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 S.S. STYLIANOS CHANDRIS

Tonnage { Gross 6059 Vessel built at ALEXANDRIA VA By whom VIRGINIA S.B. CORP. When 1919 12  
Net 3743 Engines made at PHILLIPSBURG N.J. 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 (State name of Dock.)  
in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 54013 Port CFF.

## 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? ✓

" " Donkey " " " " ✓

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? ✓ , 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 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 ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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

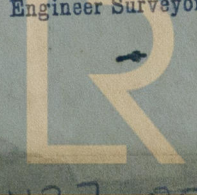
NOW DONE At Owners request attended on board on account of stated knock in L.P. cylinder, cylinder opened up and piston rod found set over at cone end. Piston and cylinder examined and found in good order, cylinder drawn overhauled. New L.P. piston rod fitted, marked. LLOYD'S 1893. 2.10.41 L(M)R. Ballast 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 and faulted P.T.O.

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) £ 8:8:0 Fees applied for 15-10-1941  
Special ✓ or Repair Fee (if any) £ 8:8:0 Received by me, Jos. Zondrian  
(per Section 29.)  
Travelling expenses (if chargeable) £ 5:5:0 19 1941  
LICENCE CASE ESTD FEE  
Committee's Minute note As now  
Assigned note  
FEB. 31 OCT 1941  
W127-0024

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

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



Lloyd's Register Foundation



NOW DONE CONT<sup>d</sup>

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.

L.P. piston rod renewed on account of defect in cone part  
Dynamo repairs  
Some pumps repaired & boiler repairs  
BS partly held 9.41

It is submitted that this vessel WILL BE eligible

for the records. BS 9.41 when the deck enters from the at  
Licence values have been placed in order.

Thus  
30.8.41



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