

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

(Received at London Office. 12 APR 1942)

Date of writing Report Jan 23<sup>rd</sup> 1942 When handed in at Local Office Feb 5 1942 Port of New York N.Y.

Survey held at Brooklyn, N.Y. Date, First Survey Dec 16<sup>th</sup> 1941 Last Survey Jan 22<sup>nd</sup> 1942

Book 247 on the Machinery of the Wood, Iron or Steel Agios Georgios IV (No. of Visits 2)

Age { Gross 4847 Vessel built at Jundelau. By whom Barkum & Son Ltd. When 1938-7  
Net 2916 Engines made at Newcastle. By whom White Marine Eng. Co. When 1938

Principal Power 265 Boilers, when made (Main) 1938 (Donkey) aux. 1938

of Main Boilers 2 Owners N.A. Nareson Owners' Address As Resident  
(if not already recorded in Appendix to Register Book.)

of Donkey Boilers 1 Managers ✓ Port PARAGUAY Voyage ✓

Main Boilers 240 If Surveyed Afloat or in Dry Dock Dry Dock & afloat Particulars of Classification (which must be inserted  
Donkey Boilers 240 (State name of Dock.) Rotam D.D.Co. precisely as in Register Book & Supplements).

Report No. ✓ Port ✓

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and seriatim 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 names 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?

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

What parts of the Boilers could not be thus thoroughly 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?

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 the 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 the 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?

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. Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward. 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 in respect to this particular survey.

Survey. Propeller, Stern bush & fastenings examined together with sea valves, the latter via Lantier & all sea chests & openings cleaned & certified. Rotary feed pump via Lantier. Main Condenser cleaned, repacked, tested & pressure light.

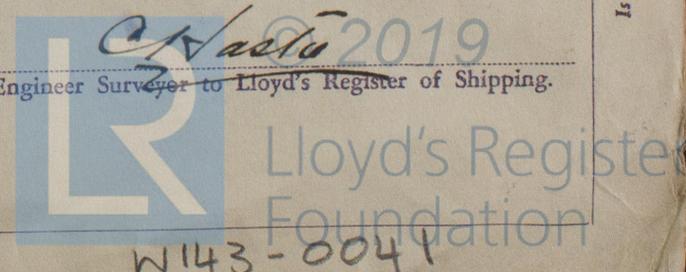
General Observations, Opinion, and Recommendation:— (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, \*L.M.C. 9,11, or \*LMC 140 lb., F.D., &c.)

Machinery eligible to be retained as now classed & as recorded.

Committee's Minute. Signed As usual

Fees applied for  
£ : 10<sup>00</sup> Jan 27 1942  
Received by me,  
19

NEW YORK FEB 11 1942



W143-0041

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

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

Noted  
Kau  
22.4.42

Y.S. dau, 242

*[Faint, mostly illegible handwritten text, possibly bleed-through from the reverse side of the page. Some words like "Kau" and "Y.S. dau" are visible.]*

