

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

(Received at London Office)

Date of writing Report 27-4-14 When handed in at Local Office 19 Port of Pirarus

No. in Reg. Book 363 Survey held at Pirarus Date, First Survey 9-4-14 Last Survey 23-4-1914
on the Machinery of the Wood, Iron or Steel S/T Keweros Master A. Tsalaronis

Tonnage { Gross _____ Net _____ Vessel built at Rotterdam By whom Machine Fab Delfshavn When 1910 4
Registered Horse Power 27 Engines made at Rotterdam By whom Machine Fab Delfshavn When 1910
No. of Main Boilers 1 Boilers, when made (Main) 1910 (Donkey)
No. of Donkey Boilers _____ Owners Michalinos Maritime Commercial Port Pirarus Voyage _____

Steam Pressure in Main Boilers 146 lb. If Surveyed Afloat or in Dry Dock Dry Dock
in Donkey Boilers _____ (State name of Dock.) Slipway

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

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>7100 A1. 4.10</u>		<u>7 LMC 5.10</u>
<u>100 A1. 8.13</u>		<u>B. 9.13</u>
<u>for towing purpose</u>		

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) FLMC

(Periodical Surveys, when held, must be reported in detail and verbatim 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. H 8/4/14)

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? Yes
Do. " 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? _____

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 146 lb.

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? Yes, and of the Donkey Boiler? _____

Did the Surveyor examine the drain plugs of the Main Boilers? _____, and of the Donkey Boiler? _____

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? _____

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No or two liners? No or is it without liners? Yes

Has shaft now been changed? Yes If so, state reasons Scored in way of stern bush

Is the shaft now fitted new? Yes Has it a continuous liner? No or two liners? No or is it without liners? Yes

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/32

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? _____

When the vessel was on the Slipway, the propeller, stern bush, sea connections & their fastenings were examined & found in good condition.

The screw shaft was drawn in, examined & found scored in way of stern bush, the engine including cylinders, pistons, slide valves, crank, thrust & tunnel shafts, all pumps & condenser were examined & found in good condition.

The arrangement of cocks, pipes, belts, etc. were examined & found in good condition.

The Main Boiler together with its safety valves & mountings was examined & found in good condition.

Following repairs due to wear & tear were carried out - Screw shaft renewed. Propeller renewed. White metal of stern bush, renewed. Air pump overhauled & repaired.

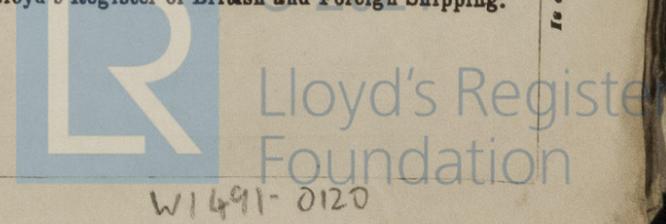
General Observations, Opinion, and Recommendation: - Recommend.
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the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

The records of FLMC 4, 14 & T.S.N. 4, 14

Survey Fee (per Section 95).....	£ 6 : 6 : 0	Fees applied for <u>23-4-14</u> Received by me, <u>23-4-14</u>
Special Damage or Repair Fee (if any) (per Section 95).....	£ 0 : 0 : 0	
Traveling Expenses (if chargeable).....	£ 0 : 12 : 0	

Walter G. Barnes
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. MAY. 5 - 1914
Assigned + LMC 4, 14
(without spl. cond.)



W1491-0120

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to Yes or myself.

S.P. 101 due 4.14.14 Rosacea

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Propeller & shaft renewed

It is submitted that
this vessel is eligible for

THE RECORD. + LMC 4.17

NS 4.17

Without restriction

T.J.S.
5.5.14

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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