

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

(Received at London Office)

NOV 15 1940

Date of writing Report 24/10/1940 When handed in at Local Office 24/10/1940 Port of Piraeus

No. in Reg. Book. 27450 Survey held at Piraeus Date, First Survey 19.10.40 Last Survey 19.10.1940 (No. of Visits 1)

on the Machinery of the ~~Wood, Iron or Steel~~ SC. KEHREA

Tonnage Gross 1968 Net 1118 Vessel built at Pl. Glasgow By whom Dunlop Bremner & Co. Ltd. When 1912 Month 7

Nominal Horse Power 227 Engines made at do. By whom do When 1912

No. of Main Boilers 25B Boilers, when made (Main) 1912 (Donkey) ✓

No. of Donkey Boilers ✓ Owners J. N. Epiphaniades Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lb. Managers ✓ Port Voyage

In Donkey Boilers ✓ If Surveyed Afloat ✓ in Dry Dock Piraeus No 2. D.D. (State name of Dock.) Harbour.

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

CHARACTER.	Years assigned	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey		
Date of last Survey and of Periodical Surveys.		
<u>F 100A1 10,38</u>		<u>L.H.C. 10,38</u>
<u>S.S. P.R. 2nd 103</u>		<u>B.S. 2,40</u>
<u>10,38</u>		<u>T.S.C.L. 2,40</u>
<u>Cargo battens not fitted.</u>		

Last Report No. PortParticulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and serially 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 Good

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? No

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? 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? ✓

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 Close

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? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

How done:- Vessel placed in dry dock, examined propeller & all outside fastenings & found in good condition

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

(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.H.C. 9,11, or

L.H.C. 140 lb., F.D., &c.)

as now seen, is in good & efficient condition, & eligible in our opinion to remain as now classed, without fresh record of survey.

Subject Donkey Boiler not being used

Survey Fee (per Section 20) £ : : Fees applied for ✓ 19

Special Damage or Repair Fee (if any) (per Section 20.) £ ✓ Received by me, ✓ 19

Travelling expenses (if chargeable) £ : : ✓

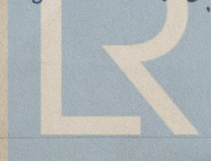
Committee's Minute

TUE. 26 NOV 1940

Assigned

As now Subject

W. Maplestone & D. A. Parissis
Engineer Surveyors to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W186-0019

It is submitted that
this vessel is eligible to
remain as CLASSED.

Subject to
D.P. not
being used L.H.
22/11/60.



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