

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

(Received at London Office

TUE. OCT. 17 1922

Date of writing Report 14/10/22 When handed in at Local Office 16/10/22 Port of Bristol

No. in Reg. Book. 6347 Survey held at Sharpness Date, First Survey Aug 12th Last Survey Sept 26th 1922
(No. of Visits 11)

on the Machinery of the Wood, Iron or Steel Maia of Athens

Gross Tonnage 1433 Vessel built at Stettin By whom Stettiner Oderwerke When 1906
 Net Tonnage 863 Engines made at Stettin By whom Stettiner Oderwerke When 1906
 Registered Horse Power 104 Boilers, when made (Main) (Donkey)

No. of Main Boilers 1 Owners Byron ss & Co Ltd (Members) Port London Voyage

No. of Donkey Boilers 1 Surveyed Afloat or in Dry Dock Sharnley Dry Dock (State name of Dock.)

No. of Main Boilers in Donkey Boilers 1

Last Report No. Port For Class L.M.C.

Particulars of Examination and Repairs (if any) L.M.C.

CHARACTER. for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>Boyl. 6-21</u>		<u>0.6</u>

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 dates and initials of any letters respecting this case.

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? Yes Was a damage report made by anyone else? If so, by whom? Yes

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
 Do. " Donkey " " " Yes
 If this was not done, state for what reasons? Yes

What parts of the Boilers could not be thus thoroughly examined? Yes
 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? Yes
 Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Not adjusted
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boiler? Yes
 Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? Yes
 Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? See Summary Rpt N 15771
 Has the shaft now been changed? Yes If so, state reasons Yes
 Has the shaft now fitted new? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

What is the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? Close.

Where Survey is not complete state what arrangements have been made for its completion and what remains to be done? To complete the survey: the main boiler safety valve to be adjusted at Newport. Surveyor advised vessel placed in dry dock. Propeller fastenings of the stern bush, in coaks & valve & their fastenings examined & found in order. Propeller blades clipped but efficient. Main engine, condenser, machinery, steering engine & windlass & wind a main good. Condenser tested. Main boiler examined internally & externally, doors on mounting found in good order. Repair: Windlass cylinder removed. New winding valve to the steering engine. M.P. valve mechanism & valve face removed. L.P. valve spindle stemmed up & new needle gland bushes fitted. M.P.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good & efficient condition & submission for the recommendation of the Committee to be Classed L.M.C. 9. 22 when the survey is completed.

Fee (per Section 28) £ 20:0:0 Fees applied for for 40 hrs.
 Damage or Repair Fee (if any) (per Section 28.) £ : : : 30.10.22
 Working Expenses (if chargeable) £ : : : Received by me, 11.11.1922

John W. Gwynne
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 27 OCT. 1922 FRI. 15 DEC. 1922
FRI. SEP. 7 1923 TUE. SEP. 25 1923

Lloyd's Register Foundation

WRITE ACROSS THE MARGIN.

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

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

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piston rod stemmed up new neck & gland bushes fitted. Air pump crosshead lined up. L.P. valve spindle gland bushes renewed. All piston rods turned up in the lathe. Condenser cleaned. Blow down valve seats on both valves renewed. Thrust shoes remitted & steering engine cylinders & valve chests bored out new piston valves fitted. New glands fitted to Central gland. Unalloyed piston rods renewed. M.P. piston rings renewed.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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