

REPORT OF SURVEY FOR REPAIRS, &c., OF

(Received at London Office)

Date of writing Report **7-3-44** 19 **44** When handed in at Local Office

Port of **CHIOS**

Survey held at **KARACHI**

Date. First Survey **24-2-44** Last Survey

930 on the Machinery of the Wood, Iron or Steel

"**AXIOS**"

Gross **5289**
Net **3266**

Vessel built at **Newcastle**
Engines made at **- do -**

By whom **Swan, Hunter & Wigham Richardson** Ld. When **1919**
By whom **- do -** When **1919**

Principal Power **517**

Boilers, when made (Main) **---**

(Donkey)

Main Boilers **3**

Owners **Theofano Maritime Co., Ltd.**

Owners' Address (if not already recorded in Appendix to Register Book.)

Donkey Boilers **-**

Managers **N. G. Livanos**

Port **Chios** Voyage

Main Boilers **180**

If Surveyed Afloat or in Dry Dock **Afloat**
(State name of Dock.)

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 assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 100 A1 7.43.		KMC 3.38 BS 5.43
88 NWC No 3-1.34.		TS CL 7.40
88 AN No 1-38.		
Examined 5.43.		

Report No. **1369** Port **Chios**

Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, 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.

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

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

was not done, state for what reasons

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

Has it a continuous liner?

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

Latest 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

Are the parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

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

At the request of the Agents attended Messrs. Alcock Ashdowns Works at West Wharf, Karachi on Thursday the 24th February 1944 and subsequent dates to inspect the Starboard Boiler blow down chest, of S. S. "AXIOS" Official Number 117 Gross Tonnage 5289 Port of Registry Chios.

My survey revealed that the blow down chest was fractured and I recommend that a new chest be made and fitted to the Starboard boiler.

New chest made and test witnessed to 400 lbs. on March 2nd, 1944.

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 *L.M.C. 140 lb., F.D., &c.)

CS 3,34.

Survey Fee (per Section 29)

Rs. 70/-/-

Fees applied for

Special Damage or Repair Fee (if any) (per Section 29)

Rs. 10/-/-

Received by me,

Travelling expenses (if chargeable)

Committee's Minute

TUES. 28 MAR 1944

Assigned

W. H. K. H.

subjed

E. Whitchin
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Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W230-0233



Insert Character of Ship and Machinery etc.

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

The flow down valve chest
of the boiler was
cracked. A new chest made
& tested.

subject to main
inspection box being
repaired.

It is concluded that the new
valve chest was duly fitted
on the boiler but the
Pumpers should confirm

102 due 1-42
brand 543.

Leslie
Auer
GA
23/3/42



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