

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

20 MAR 1944

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(Received at London Office)

24 MAR 1944

Report made on 20 MAR 1944 When handed in at Local Office 19 Port of NEWCASTLE-ON-TYNE

Survey held at Jarrow. 2. Type Date, First Survey 2.3.44 Last Survey 15.3.1944  
on the Machinery of the Wood, Iron or Steel S.S. "Aghios Spyridon" (No. of Visits 10+1 elec)

Vessel built at Stockton By whom Craig Taylor & Co When 1905 6  
Engines made at Tinsley By whom Richardson, Westgate & Co When 1905  
Boilers, when made (Main) 1905 (Donkey) ✓  
Owners G.A. Halkias Owners' Address ✓  
Managers ✓ Port Chios Voyage ✓  
If Surveyed Afloat or in Dry Dock Tinsley & Co Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. Port  
Years of Examination and Repairs (if any) 1905 & 1906

Repairs, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on machinery (the cause of which must be stated) should be separated from Repairs due to other causes; and details of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has examined the machinery for this purpose, and why they were declined.

Has a report made by anyone else? If so, by whom? Underwriters Surveyors

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

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

Where the Boilers could not be thus thoroughly examined? None

By what 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? None

Was an internal examination of each boiler made? Main 2.3.44. Donkey 6.3.44 Present condition of funnel(s) Good

Were the Safety Valves of the Main Boiler examined? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

Were the Safety Valves of Donkey Boiler examined? Yes To what pressure were they afterwards adjusted under steam? None

Were all the manholes, doors and their fastenings of the Main Boilers examined? Yes, and of the Donkey Boilers? None

Were the drain plugs of the Main Boilers examined? Yes, and of the Donkey Boilers? None

Were all the mountings of the Main Boilers examined? Yes, and of the Donkey Boilers? None

Has the screw shaft been drawn and examined? Yes 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? Yes

Has the screw shaft been changed? Yes If so, state reasons Deep fractures at fore end of keyway, grooving at end of liney.

Has the screw shaft been fitted with a continuous liner previously used? Yes Has it a continuous liner? Yes, New. 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft? 13.3.44 Rewooded

Were the generators, motors, switchgear, cables and fuses examined? Yes Is electric light and/or power fitted? Yes

Was the resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Remarks: The main boilers examined throughout & mountings & their safety valves adjusted & steam as above. Repairs W & T. Donkey boiler, Centre tank and No tank stay renewed. It is stated to have been caused on the 3rd August 1943 whilst vessel was moving alongside at Port an Port, Newfoundland, with engines moving very slowly, a wire rope fouled propeller & struck the main engines. Rope cleared by crew & it is reported that no fault has been found to date.

Remarks: Vessel in dry dock, examined propeller, stern bush, screw shaft; sea connection, fastenings, stern bush renewed all round; Spare T.S. Coupling free skimmed, shaft examined in loss without smith key, truck & gland bushes bored & marked on shaft 245 D. M.R. 18.2.19. Examined tunnel stuffing, thrust block & shaft, Shimkeys fit of web.

Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as is possible, is eligible in my opinion to remain as classed with fresh records of 2.3.44 & 6.3.44 (12 months.)

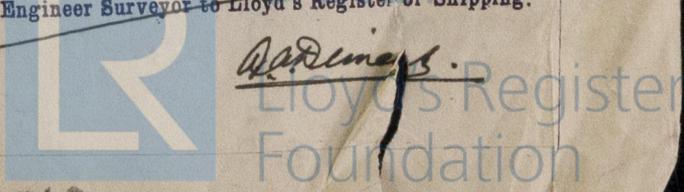
Section 29) £ 3 : 0 : 0 Fees applied for  
Repair Fee (if any) £ 4 : 4 : 0 Received by me,  
Total £ 7 : 4 : 0

Signature: G. J. H. ...  
Engineer Surveyor to Lloyd's Register of Shipping.  
TUES. 28 MAR 1944  
BS 3.44  
S304 CK

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ ...		+ ...
6.36		6.3.43
2.3.44 - 7.28		7.5.42
2.3.44 - 3.1		
Examined L.R. 3.43.		
3.43		

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

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



W232-0042

26. Examined cylinders bottoms, rods & spindles, fit of webs on pins & journals,  
 M.E. driven pumps & trimals, all exposed parts of machinery, stern stock & shaft,  
 tunnel shafting; Ballast & S.S. pumps & valves; windlass engine.  
 Repairs, H.T. Ballast pump, valves overhauled, plungers reinstalled  
 S.S. pump, liners & rods renew, valves overhauled.  
 all auxiliary machinery satisfactory under working conditions.  
 The Chief Eng. & Supt. stated that the main engines had given complete satisfaction  
 in service. The logging or miller requires overhauling & the Supt. stated that this would be  
 attended to at first opportunity.  
 G.H.

Electrical Installation

Generators 10Kw. 5.5Kw.

The Installation was examined, and following minor repairs,  
 the cables and fittings, so far as could be seen, appeared satisfactory.  
 Insulation resistance and tests on the 5.5Kw. Generator,  
 were satisfactory. The 10Kw. is fitted for D.C. only and was tested  
 by the Admiralty D.C. Dept.

Attachment

W. E. C. Hall

Sawage due to wire fouling

propeller:

to shaft changed

It is required that

the record be

THE RECORD

of the

of the

W. E. C. Hall

27/1/44



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