

No. 103934

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

11 SEP 1946

Report No. 6-9-46 When handed in at Local Office 9 SEP 1946

Port of NEWCASTLE-ON-TYNE

Survey held at Blyth Date. First Survey 20.12.45 Last Survey 9-8-1946 (No. of Visits 20)

the Machinery of the Wood, Iron or Steel Le. VARVASSI (Ex. Hecchia D. Kydonieff)

3874 Vessel built at Newcastle By whom Anthimberland S.B. Colia Year. Month. 1915 3

2400. Engines made at -do- By whom K.E. Marling Colia When 1915

371 Boilers, when made (Main) 1915 (Donkey) -

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

Boilers 180 Managers Port. Piraeus Voyage

Boilers If Surveyed Afloat or in Dry Dock Yes. Blyth DRK SB Colia. (State name of Dock.)

t No. Port

of Examination and Repairs (if any) Damage (+L.M.C. +TS)

When held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the 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 report for this purpose, and why they were declined. Yes. Not required.

Report made by anyone else? If so, by whom? Yes.

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

Donkey " " "

or what reasons? What parts of the Boilers could not be thus thoroughly examined? -

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? -

Date of internal examination of each boiler 20-6-46. Present condition of funnel (A) good.

For examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs.

For examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

For examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Donkey Boilers? -

For examine the drain plugs of the Main Boilers? none fitted and of the Donkey Boilers? -

For examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers? -

Shaft now been drawn and examined? Yes. Has it a continuous liner? Yes. Is an approved oil retaining appliance fitted at the after end? -

Has the shaft now fitted been previously used? - Has it a continuous liner? -

oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 30.4.46. State the wear down in the 3/32

Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

Engine parts, when referred to by numbers, should be counted from forward. Complete.

Is not complete, state what arrangements have been made for its completion and what remains to be done.

Damage - The whole of the main and auxiliary machinery and boilers completely opened up. All moving machinery parts over hauled and all bearings adjusted. All jointing and renewed. All bilge and ballast lines cleared & tested.

and aux steam and feed pipes cleaned, annealed & tested.

outside fastenings of sea connections, sea cocks & valves, and tail end shaft examined & found in good order.

cranks, pistons, valves, all shafting including crank, thrust and tunnel shafts, pumps and steering, windlass turning engines opened up, examined and placed in good order & tested and found tight. (See continuation sheet I)

Observations, Opinion, and Recommendation: - The machinery of this vessel is, in my

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, BS 9.11, B&MS 9.11 or LMC 140 lb., FD, &c.)

is eligible to remain as classed with records of Tail Shaft seen (CL) 7-46,

+ L.M.C. 8-46.

ences in SR List viz. 'Ball. pump water end etc. Test Aux steam pipes' may now be deleted.

per Section 29.) +L.M.C. £17:0:0

L.M.C. £3:0:0

ge of Repair Fee (if any) £21:0:0

per Section 29.) DAMAGE £5:5:0

penses (if chargeable) £:

's Minute License No. 9051

27 SEP 1946

+ LMC 8.46 without spl. cdr.

5.7.46

CERTIFICATE WRITTEN

John Linsley. R. Stone.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W311-0131 1/2

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

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

On completion of foregoing repairs, the main and aux. machinery was tried in steam alongside the quay. Finally the machinery was tried under normal conditions at sea and found satisfactory.

The Owners desire the foregoing examination to be counted for +L.M.C. and, in addition the arrangements of sea keel connections and fastenings were examined and found in order.

Repairs. Wear Tear. - Owners new 5 bladed C.I. propeller fitted. Spare Tailshaft on board, taper machined and fitted to new propeller. Spare L.P. piston ring supplied. A few minor repairs effected.

SURVEY OF ELECTRICAL INSTALLATION.

FIRST SURVEY 11-4-46

No. OF VISITS 7.

LAST SURVEY

GENERATOR 1-15KWS.

NOW DONE FOR DAMAGE:-

NEW SWITCHBOARD FITTED. A RECONDITIONED GENERATOR-15KWS-136 AMPS.-500 RPM- MANDOLEY - SERIAL NO. 120.T.206- INSTALLED. (THIS GENERATOR WAS PURCHASED ADMIRALTY STORES.) NAVIGATION MAINS RENEWED. ENGINE ROOM, TUNNEL AND STOKESOLD LIGHT RENEWED. SALOON MAINS RENEWED. AFT ACCOMMODATION MAINS PARTLY RENEWED.

NOW DONE FOR L.M.C.:-

ALL ACCOMMODATION LIGHTING OVERHAULED. NAVIGATION LIGHTS OVERHAULED.

ON COMPLETION OF REPAIRS ALL CIRCUITS TESTED FOR INSULATION RESISTANCE. GENERATOR GIVEN A SUSTAINED LOAD HEAT RUN. ALL FOUND SATISFACTORY.

MOSCHA D KYDONIEFS

19-6-46.

Results of Shell Drillings-

STRAKE	AFT			MIDSHIPS			FWD		
	P	ORIG	S	P	ORIG	S	P	ORIG	S
KEEL		.66			.94			.66	
A		.46			.60		.49	.46	-
B		.46			.60		-	.46	-
C	.38	.46	.42		.60		.42	.46	.42
D	.39	.46	.47		.60		-	.46	-
E	.39	.46	.36	.47 (A)	.60	.55 .60	.37	.46	.41
F	.34 X	.44 (Peak)	.33 X	.52 .56	.64	.55 .56	.37	.44	.41
G	.34 X	-do-	.27 X	.55 .58	.64	.54 .48	.47	.44	.38 X
H	.35	-do-	.35	.60 .61	.64	.50 .50	.38	.44	.42
J (Sheer)	.42	.44	.41	.55 .53	.60	.50 .52	.48	.44	.48 X
K (Sh Dk Sheer)	.51	.44	.55	.68 .70	.66	.75 .68	.54	.44	.49

Midships:- (a) adjacent plate .52

The two drillings shown in strakes are taken forward and aft of the midship portions renewed on account of damage - see damage repairs - and are approximately at about the stokehold bulkhead and at after end of machinery spaces.

X = Renewed. Adjacent plates drilled found satisfactory (.36 in Peak, .38, .41 in hold)

X = Doubled. Adjacent plates drilled found .30, .32 in Peak (doubled) T .40 in hold.

EI, Port and Starboard doubled full length on account of fractures at heels of frames.

X = Part doubled where thin locally.

John Tindley.



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