

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

(Received at London Office

17 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)

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

Vessel built at Newcastle By whom Anthumberland S.B. Colts When 1915 3

Engines made at -do- By whom N.E. Marling Colts When 1915

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

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

Boilers Managers Managers' Address (if not already recorded in Appendix to Register Book.) Port Piraeus Voyage

Boilers If Surveyed Afloat or in Dry Dock Yes. Blyth Dock S.B. Colts. (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 expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1	10.42	+L.M.C
Sh. Drk with fba.		MS - 3.42
S.S. She no 3 - 328		BS - 1.43
Sd. App. no 2 - 37		TS (CL) - 6.42
And 1.43		

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

When held, must be reported in detail and seriatim 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 services for this purpose, and why they were declined. Yes. Not required.

Has anyone else made a report made by anyone else? If so, by whom? Yes.

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? No.

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

Means, in the absence of internal examination, were adopted by you to assure yourself of the thorough efficiency of those parts of each Boiler? -

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

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

Did you examine the Safety Valves of the Donkey Boilers? No. To what pressure were they afterwards adjusted under steam? -

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

Did you examine the drain plugs of the Main Boilers? None fitted. and of the Donkey Boilers? -

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

Has the 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 been changed? No. If so, state reasons. Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved 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. Is the engine complete? Complete.

State what arrangements have been made for its completion and what remains to be done. Complete.

State to have been caused by contact with S/S JOHN BIDWELL on 9th May 1943 in the vicinity of the Point, in River Thames, passage from Canada to London in loaded condition. As a result of above it was sunk and subsequently refloated. After temporary repairs she was towed to Blyth and engine was permanently repaired in Dry Dock.

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

Main 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.

Exhaust pipes, pistons, valves, all shafting including crank, thrust and tunnel shafts, pumps and steering, windlass & turning engine opened up, examined and placed in good order & tested and found tight. (See continuation sheet 1)

Observations, Opinion, and Recommendation: - The machinery of this vessel is, in my opinion, fit to be classed with records of Tail shaft seen (CL) 7-46, + L.M.C 8.46.

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 9.11 or LMC 140 lb., FD, &c.) CS 3,34.

Is the vessel eligible to remain as classed with records of Tail shaft seen (CL) 7-46, + L.M.C 8.46.

Records in S.R. List viz. 'Ball. pump water end etc, Test Aux steam pipes' may now be deleted.

Fees applied for 110 SEP 1946

per Section 29) +L.M.C £ 17 : 0 : 0

L.M.C. £ 3 : 0 : 0

Charge of Repair Fee (if any) £ 21 : 0 : 0

per Section 29.) DAMAGE £ 5 : 5 : 0

Expenses (if chargeable) £ :

Received by me, John L. Mulvey & R. Stone, Engineer Surveyor to Lloyd's Register of Shipping.

License No. 9051 FRI. 27 SEP 1946

+ L.M.C 8.46 without spl. cda. 5.7.46



CERTIFICATE WRITTEN

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 along with the propeller. 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 valve connections and fastenings were examined and found in order.

Repairs. Main Gear. - 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 LAST SURVEY No. OF VISITS 7.

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 STOKESHOLD 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-

Table with columns: STRAKE, AFT (P, ORIG, S), MIDSHIPS (P, ORIG, S), FWD (P, ORIG, S). Rows include KEEL, A, B, C, D, E, F, G, H, J (Sheer), K (Sh Dk Sheer).

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 round satisfactory (30 in Peak, 38, 41 in hold) * = Doubled. Adjacent plates drilled round 30, 32 in Peak (doubled) T 40 in hold. E1, Port and Starboard doubled full length on account of fractures at heels of frames. ** = Part doubled where thin locally.

John Tindley.