

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

(Received at London Office)

MAR 28 1938

Date of writing Report 22/3/38, When handed in at Local Office 22/3/38, Port of PIRAEUS, No. in Reg. Book 3149, Survey held at Piraeus, Date, First Survey 11th March, Last Survey 12th March 1938, Tonnage Gross 200.89, Net 101.49, Vessel built at Chiosport, By whom Camp & Nicholson Ltd when 1923-4, Engines made at Ipswich, By whom Vickers, Peters, Ltd When 1923, Owners Karfis Co Ltd, Owners' Address 91 Bishopsgate London EC2, Managers, If Surveyed in Dry Dock No 2 Dry Dock.

Last Report No. Port Particulars of Examination and Repairs (if any) Docking & T.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 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.)

In 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

Was 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?

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

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

State latest date of internal examination of each boiler

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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Has 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 shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft State the distance between lignum vitae bearing of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

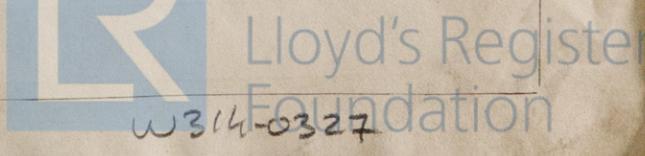
Vessel placed in Dry dock, propellers, screw shafts, stern bushes; sea connections & fastenings examined, all found in efficient condition.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now seen, is in efficient condition, & is in my opinion to remain as classed; with record of 53,38 CL.

Survey Fee (per Section 29) £ 4 : 4 : 0, Special Damage or Repair Fee (if any) £ : ✓, Travelling expenses (if chargeable) £ 0 : 3 : 0

Committee's Minute, Assigned, APR 8 1938

Received by me, P. Y. Balfour, Engineer Surveyor to Lloyd's Register of Shipping.



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

If so, to be sent to

Docking & Sewer shaft examined

It is submitted that
this vessel is eligible to
remain as **CLASSED**

S. J. 38

Yours
6.4.38

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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