

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

(Received at London Office 8 DEC 1939)

of writing Report 28/11/1939 When handed in at Local Office 28/11/1939 Port of Piræus

Survey held at Piræus Date, First Survey 15/4/39 Last Survey 21/11/1939
(No. of Visits - 6 -)

on the Machinery of the Wood, Iron or Steel Sc. Sch. Yacht "SURF"

Gross 495.70 Vessel built at Leith By whom Hawthorn & Co. Ltd. When 1902 - 4 mo
Net 215.76 Engines made at Leith By whom Hawthorn & Co. Ltd. When 1902.
123 Boilers, when made (Main) 1902 (Donkey) ✓
in Boilers 2 Owners Okiathos Shipping Co. Ltd. Owners' Address ✓
(if not already recorded in Appendix to Register Book.)
Key Boilers ✓ Managers ✓ Port Southampton Voyage
Boilers 180 lbs If Surveyed Afloat or in Dry Dock Piræus Harbour
(State name of Dock.) N° 2 Dock Piræus
Key Boilers ✓

Report No. Port

Particulars of Examination and Repairs (if any) Docking & B.S.

all Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

in cases where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose, and why they were declined ✓

damage report made by anyone else? If so, by whom? ✓

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

" Donkey " " "

is not done, state for what reasons? ✓

parts of the Boilers could not be thus thoroughly examined? ✓

special means, in the absence of internal examination, were adopted by the ✓
or to assure himself of the thorough efficiency of those parts of each Boiler?

last date of internal examination of each boiler Both boilers 17/11/39.

Surveyor examine the Safety Valves of the Main Boiler? Yes.

To what pressure were they afterwards adjusted under steam? 180 lbs. ✓

Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes.

, and of the Donkey Boilers? ✓

Surveyor examine the drain plugs of the Main Boilers? None

, and of the Donkey Boilers? ✓

Surveyor examine all the mountings of the Main Boilers? Yes.

, and of the Donkey Boilers? ✓

shaft now been drawn and examined? No.

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? ✓

now been changed? - If so, state reasons -

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? ✓

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 1/16"

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

Is electric light and/or power fitted? ✓

the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

done: Vessel placed in Dry Dock. Propellers, outer end of stern tube and

and sea connections and their fastenings examined.

The two boilers, their doors, fastenings, mountings and safety valves

mined throughout and steam pipes as far as practicable without

mantling, found or placed in order as under, examined under steam and the

ty valves adjusted as above.

TE: It was observed that there are a number of bolts (about 20 in each

w) in the connection of the front and back end plates to the shell plate in

boilers. These bolts are at the bottoms and the heads are presumably of

intermediate type but these could not be seen as the shell plate has been P.T.D.

eral Observations, Opinion, and Recommendation:— The machinery of this vessel, in so

as 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, E.S. 9,11, P.S.M.S. 9,11, & L.M.C. 9,11, or

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

as seen, is in order and eligible, in our opinion, to be continued as at

ent classed with fresh record of B.S. 11.39.

Fee (per Section 39) £ 7 : 10 : 0

Fees applied for

27.11.1939

RGN

Damage or Repair Fee (if any) £ 1 : 1 : 0

(per Section 39.) No. 140 lbs. Fee.

ing expenses (if chargeable) £ 1 : 12 : 0

Received by me,

19

Robert G. Knox & J. A. Paris

Engineer Surveyors to Lloyd's Register of Shipping.

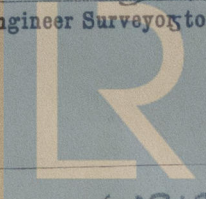
Committee's Minute

FRI. 15 DEC 1939

igned

28.11.39

CERTIFICATE WRITTEN



Lloyd's Register
Foundation

W319-0090 (112)

BS due 7.38 held.
Sum waited partly of plating &
river-point built-up.

It is submitted that
this vessel is eligible for
THE RECORD. BS 11.39.

LH
✓ 12/12/39.



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St. S. S. Yacht "SURF"

welded in way. Each bolt is fitted with two nuts and all nuts were tested and found tight. Apparently the bolts have been fitted as in order to effect riveting the boilers would have to be partly turned round or else the deck above or hull bottom plating and shallow floors in way removed.

At the adjustment of the safety valves under steam the shell circumferential seams at bottom in way of where the bolts are fitted were specially examined and no leakage whatever observed.

Repairs - Wear & Tear.

Forward Boilers: The front end plate below the manhole opening built up by electric welding in way of a small locally corroded area.

Starboard combustion chamber: The points of 12 rivets in the landing of the furnace at its connection with the chamber bottom plate and the bottom plate adjacent to furnace landing built up by electric welding on the fire side where slightly wasted and caulking in way overhauled.

The starboard side wrapper plate adjacent to the connection with the bottom plate electrically welded on the fire side in way of a locally corroded area.

After Boilers: Starboard combustion chamber:- The points of a number of rivets in the landing of the back plate flange at its connection with the chamber bottom plate and the bottom plate adjacent to the back plate flange built up by electric welding and caulking in way overhauled

R.G.H.