

YACHT.

No. 4971.

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

(Received at London Office 8 DEC 1939)

Date of writing Report 28/11/39 When handed in at Local Office 28/11/39 Port of Piraeus

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

on the Machinery of the Wood, Iron or Steel Se. 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) ✓

2 Owners Skianos Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Southampton Voyage

180 lbs. Surveyed Afloat or in Dry Dock Piraeus Harbour No. 2 Dock Piraeus

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 to new or certified.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1.		ELMC. 7.37.
4.38.		5.7.37 CL.
AS. P.R. 4.38.		
SS. P.R. N° 2-38.		
35. SHL. 2 nd N° 5-9.28.		

Report No. Port

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

Surveys, when held, must be reported in detail and seriatim 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 account 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 declined his services for this purpose, and why they were declined ✓

Has a special damage report been 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? Yes ✓

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

If a thorough examination was not done, state for what reasons? ✓

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

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

What was the latest date of internal examination of each boiler? Both boilers. 17/11/39.

Present condition of funnel(s) Good

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

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? Yes. ✓, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? None. ✓, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes. ✓, and of the Donkey Boilers? ✓

Has the screw 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? ✓

Has the screw shaft now been changed? - If so, state reasons - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the screw 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? ✓

What was the result 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"

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

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

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

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

What work has been done: Vessel placed in Dry Dock. Propeller, outer end of stem tube and

and sea connections and their fastenings examined.

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

examined throughout and steam pipes as far as practicable without

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

safety valves adjusted as above.

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

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

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

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

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

far 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.M.S. 9,11, X L.M.C. 9,11, or

ELMC 140 lb., F.D., &c.) as seen, is in order and eligible, in our opinion, to be continued as at

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

Fees applied for 27.11.1939 RGN

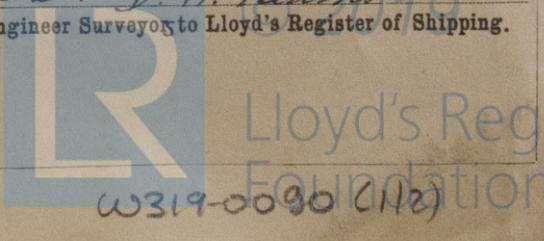
Damage or Repair Fee (if any) £ 1:1:0 Received by me, Robert G. Knox & J. A. Parisius

Printing expenses (if chargeable) £ :12:0 19 Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute FRI. 15 DEC 1939

Signed AS 11.39

CERTIFICATE WRITTEN



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

BS due 7.38 held,
sum wanted partly of plating &
rivet 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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Foundation

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.H.