

No. 10982

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

-9 SEP 1935

(Received at London Office)

Reporting Report 6th September 1935 When handed in at Local Office 6th September 1935 Port of TriesteSurvey held at Donjacone Date, First Survey Aug 22 Last Survey Aug 30 1935
on the Machinery of the Wood, Iron or Steel Twin Sc. "APOLLONIA" (No. of Ports five)Gross 2086 Vessel built at Rotterdam By whom N.Y. W.F. v. Rijke & Co. When 1931-4
Net 1031 Engines made at Amsterdam By whom Werkspoor N.Y. When 1931

Boilers, when made (Main) ✓ (Donkey) 1931

Boilers Owners Nedel. Indische Tanksteunboot Maats Owners' Address
are Managers And Port The Hague VoyageBoilers 150k If Surveyed Afloat or in Dry Dock CRDA floating dock - Donjacone Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).

Port No. Port

Particulars of Examination and Repairs (if any) Docking, DBS, LMC-CS.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the

pairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on

damage (the cause of which must be stated) should be separated from Repairs due to other causes; and

as 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.

Cases where the Surveyor has not made a special damage report he is required to state whether he

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? ✓

" Donkey " " " Yes

If 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

to assure himself of the thorough efficiency of those parts of each Boiler? ✓

Date of internal examination of each boiler 27/8/35 Present condition of funnel (s) good

Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 150 lbs. ✓

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

Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

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

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 ✓

It 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? ✓

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 1/2" PrS.

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

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

be advanced from time to time in accordance with Circular No 1569.

Remarks for docking: The Vessel placed on floating dock and the propellers, stern bushes, sea

connections, and their fastenings, examined & found, or placed, in good condition.

Remarks for DBS: The donkey boiler examined internally & externally together with its safety valves,

doors & mountings, found in good condition. The safety valves adjusted under steam to

the pressure stated above.

Remarks for LMC-CS: The following machinery parts examined & found in good condition:-

Starboard Main Engine - Nos 3 & 4 Connecting rods, guides, top end pins & brasses, crank pins &

brasses. Nos 4 & 6 crank shaft journals. Lubricating oil pumps.

General Observations, Opinion, and Recommendation:- The Machinery of this Vessel, as now seen,

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, B.S. 9,11, E.S.M.S. 9,11, & L.M.C. 9,11, or

CS 3,34, 140 lb. F.D., &c.)

in efficient condition, and eligible in my opinion to remain as classed with fresh record of

CS (with date) when the survey has been completed, and DBS 8.35 now.

DBS 270

LMC-CS 730

Expenses (if chargeable) £ 120

Fees applied for 6/9/1935

Received by me 23.9.1935

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 20 SEP 1935

FRI. 26 JUN 1936

Lloyd's Register

W329-0013 (1/2)

Certificate written 20.9.35

DBS 8.35

Twin Ss. "APOLLONIA"

LMC-CS (Continued): Port Main Engine:- Nos 2 + 5 Connecting rods, guides, top end pins + brasses, crank pins + brasses. Nos 2, 6 + 7 crank shaft journals. Lubricating oil pumps.

Auxiliary engine driving compressor:- The starboard cylinder, piston, connecting rod, gudgeon, crank pin. All crank journals.

The Auxiliary Compressor in its entirety.

Auxiliary engine driving forward generator in its entirety.

The port main starting air receiver internally.

The two main injection air receivers and the two auxiliary starting air receivers tested by hydraulic pressure to 150 ATM + 50 ATM respectively (these air receivers are not accessible for internal examination).

The two independent ballast pumps

The 4 independent lubricating oil pump.

The piping arrangements.

Steering engine.

Windlass.

The electric installation examined throughout, tested as per rule & found satisfactory.

Repairs etc.: The tip of one blade of the port propeller, found chipped, dressed up. The steam condenser has now been modified to four flow by fitting diaphragm plates & the doors, the condenser tubes in way of the plate being plugged. On completion the condenser was tested under a full head of water & found tight.

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