

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

(Received at London Office)

MAY -1 1940

Date of writing Report 29th April 1940 When handed in at Local Office 30th April 1940 Port of Bardiff
 No. in Reg. Book Survey held at Bardiff Date, First Survey 18th April 1940 Last Survey 27th April 1940
 25048 on the Machinery of the ~~Wood Iron or Steel~~ St. GIANNIOULIS COUNARIS (No. of Visits 6)
 Tonnage { Gross 2238 Vessel built at W. Antwerp By whom W. Gray & Co. Year. Month. 1901-1
 Net 1396 Engines made at .. By whom Am. Mar. Eng. Co. When 1901
 Nominal Horse Power 222 Boilers, when made (Main) 1901 (Donkey) 1916
 No. of Main Boilers 2 Owners G. J. Gannaris Owners' Address Port Piraeus Voyage ..
 No. of Donkey Boilers 1 Managers .. (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 160 lb. If Surveyed Afloat or in Dry Dock Road Basin Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) Repair - Compl. B.S.

(Periodical Surveys, when held, must be reported in detail and serially 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? As under

" " Donkey " " " No
 If this was not done, state for what reasons? Donkey Boiler out of use

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 ✓

Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? 160 lb.

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 Boilers? ✓

Did the Surveyor examine all the manholes of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Has 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 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 or bearing metal 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 so, 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 B.S. Complete

More done:- For completion of B.S. as per Master's Memo. Report No. 24288

27 defective screw stays renewed in Main Boilers.

Combustion chamber back plates built up as required in way

Safety valves of Main Boilers adjusted under steam as above

Repairs:- M.P. slide valve now renewed

Temporary Repair:- Joint between condenser and air pump castings now fitted with clip and an efficient cement box.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel (State 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, B.&M.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

as now seen is in safe working order and eligible in our opinion to remain as classified with fresh record of B.S. 4.40, subject to M.S. being completed before 20th Oct. 1940 and permanent repairs to condenser and air pump joint.

Survey Fee (per Section 29) £ : : Fees applied for 30 April 1940

Special Damage or Repair Fee (if any) Repairs £ 2 2 0

Travelling expenses (if chargeable) £ : : Received by me, 19

Committee's Minute

Assigned Deferred

MAY 10 1940

Deferred

B.S. 4.40

W403-0183

JOHN HENRIE & C. MOFFATT.
 Engineer Surveyors to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation