ot. 9. No. 28489 C

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

(Received at London Office AUG 21 1939)

te of writing Report 18-8- 1939 When handed in at Local Office 19 Port of Rotterdam.

in Book. Survey held at Schiedam Date, First Survey 16-8-'39 Last Survey 16-8- 1939 (No. of Visits 1)

7850. on the Machinery of the ~~Wood, Iron or~~ Steel S/S "KONSTANTINOS-HADJIPATERAS"

age { Gross 5962. Net 4518.

minal e Power } 455.

f Main Boilers 3.

f Donkey Boilers —

m Pressure— Main Boilers 180 lb.

Donkey Boilers —

Vessel built at Sunderland By whom J. L. Thompson & Sons, Ld. When 1913 - 11 (Year. Month.)

Engines made at do. By whom J. Dickinson & Sons, Ld. When do

Boilers, when made (Main) 1913. (Donkey) —

Owners J. C. & A. C. Hadjipateras Owners' Address (if not already recorded in Appendix to Register Book.)

Managers — Port Chios. Voyage ✓

~~If~~ Surveyed ~~Afloat or~~ in Dry Dock New Waterway's. (State name of Dock.)

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1.		+LMC 10,35
Shelter dk		BS. 12,38.
with freeboard.		C.L 12,38.
Glam 12,38.		
ss Rot. 2nd No 3-10,35.		

st Report No. Port

rticulars of Examination and Repairs (if any) Cond.

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

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

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

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

" " Donkey " " " ✓

s was not done, state for what reasons? ✓

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

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

latest date of internal examination of each boiler ✓ Present condition of funnel(s) Good

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

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

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

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

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

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? ✓

shaft now been changed? ✓ If so, state reasons ✓

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? ✓

date of examination of Screw Shaft ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 3 mtl.

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? ✓

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

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

Vessel on pontoon. Propeller, sternbush and outer fastenings exam^d and found good.

eneral Observations, Opinion, and Recommendation:— The machinery being now in order

(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 ✠LMC 140 lb., F.D., &c.) CS 3,34,

I am of opinion that this vessel is eligible to remain as classed.

rvey Fee (per Section 29) £ : :

ecial Damage or Repair Fee (if any) (per Section 29.) £ :

avelling expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

A. Hasselt

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute 5 SEP 1939

ssigned As now

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

Is a Certificate required? If so, to be sent to no

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