

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

Date of writing Report 10.10.

(Received at London Office

17 OCT 1934)

No. in Reg. Book. Survey held at Split.

When handed in at Local Office 12.10.1934

Port of Zadar

Date, First Survey 9.6.34

Last Survey 8.8.1934

(No. of Visits four)

76701 on the Machinery of the Wood, Iron or Steel GEORGOS

Tonnage Gross 2040
Net 1283

Vessel built at Hagen

By whom Repner & Son

When 1904

Nominal Horse Power 357

Engines made at Middlebrook

By whom Richardson & Westgarth Ltd.

When 1904

No. of Main Boilers 2

Boilers, when made (Main)

1904

(Donkey)

No. of Donkey Boilers 1

Owners R. Hayne

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port

Voyage Fair up

Steam Pressure in Main Boilers 170 lb

in Donkey Boilers

Managers

If Surveyed Afloat or in Dry Dock floating dock

(State name of Dock.)

Groschedlitz "Split"

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		+LMC
During did with feet.		MS-12.30
5.34		BS-11.33
MSL-2nd N.3-12.30		Th-5.34 cl.

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage

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 repairs 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.

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.

as a damage report made by anyone else? If so, by whom? Damage report required by Bureau of

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

" " Donkey " " "

this was not done, state for what reasons? not due

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

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?

the latest date of internal examination of each boiler

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

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

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

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

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

screw shaft now been drawn and examined? 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?

the 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.

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

Now done: Afloat, the ballast pump examined and found the piston rings badly worn and suction and delivery valve springs weak with some broken, recommended piston rings to be renewed and valve springs to be repaired or renewed.

General service pump examined and found water end rings badly worn and one delivery valve broken, new piston rings and valve renewed. The general service pump examined after overhaul and found it satisfactory under steam.

Damages alleged sustained through vessel's stranding, both of Island of Vodnjak on the 2nd June 1934 as a result of the starboard steering chain from quadrant on prop breaking, after floating it had been necessary to make an intentional grounding to save the ship from sinking.

Recommended: The main engine cylinders, piston, valves, cranks, thrust, tunnel and screw shaft, condenser, main and auxiliary pumps to be examined, piping

General Observations, Opinion, and Recommendation:— P.T.O.

(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, or L.M.C. 9.11, 140 lb., E.D., &c.)

For information of the Committee

Survey Fee (per Section 29) Amas = £825.-

SUNDAY FEE £870.-

Special Damage or Repair Fee (if any) £160.-

(per Section 29.) SPT. £100.-

Travelling expenses (if chargeable) SSK

Fees applied for

12.10.1934

Received by me,

19

Committee's Minute

FRI 26 OCT 1934

TUE 13 NOV 1934

Assigned

Deferred

As sold & A. J. 9.10.1934

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping.

W466-0124

Foundation

Arrangements in way of Damages dealt with as necessary, and the main
boiler cleaned, (floored with sea water)

James
My

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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