

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

(Received at London Office 23 DEC 1935)

Date of writing Report 19/12/1935 When handed in at Local Office 19/12/1935 Port of Syros

No. in Reg. Book 20384 Survey held at Syros Date, First Survey 8/12/35 Last Survey 15/12/1935
 on the Machinery of the Wood, Iron or Steel S.S. "ANTONIO VRONDISIS" (No. of Vints 2)

Tonnage Gross 2690 Net 1677 Vessel built at Stocken By whom Chant. Nav. Anversois When 1904 - 2 mo
 Engines made at Panderland By whom N. S. Harling, Co. Ltd. When 1904

Nominal Horse Power 284 Boilers, when made (Main) 1904 (Donkey) 1921

No. of Main Boilers 2 Owners J. S. Venchais Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers — Port Syros Voyage Turkey

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Syros Harbour Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)
 in Donkey Boilers golds.

Last Report No. 3899 Port Pir
 Particulars of Examination and Repairs (if any) BS & TS

(Periodical Surveys, when held, must be reported in detail and seriatim 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? Yes.

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

If this was not done, state for what reasons?

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)

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 90 " "

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. and of the Donkey Boiler? None.

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

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. 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 Fit

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

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

How done: Vessel tipped afloat. Screw shaft with continuous liner drawn in and together with the stern bush and propeller examined and all found in good condition. The lower half of the stern bush wood (8 strips) renewed. The two main and the donkey boilers, their doors, fastenings, mountings and safety valves, examined throughout, examined under steam and their safety valves adjusted as above. All found or was placed in order as under:

NOTE: E.W.P. denotes Electric Welding Process.

Port boiler: The front end plate under the centre furnace where somewhat locally corroded through contact with ashes and the landing edge of the shell plate at bottom in way of the front circumferential seam built up by E.W.P. The external nuts and washers of the two longitudinal clamps P.O.

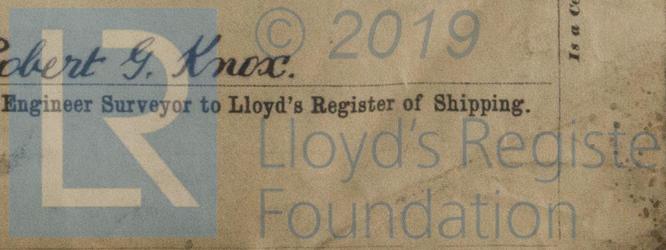
General Observations, Opinion, and Recommendation:— The machinery of this vessel, in so far as seen, is in order and eligible, in my opinion, to be continued as at present classed with fresh record of BS. 12.35 and notation of "Tail Shaft Reen 12.35. (Ch)."

Survey Fee (per Section 29) £13:4:0 Fees applied for 19/12/1935 RGN
 Special Damage or Repair Fee (if any) (per Section 29.) £ : 8:0
 Travelling expenses (if chargeable) £13:10:0 Received by me RGN
 Committee's Minute FRI. 3 JAN 1936
 Assigned B.S. 12.35
 CERTIFICATE WRITTEN. RGN

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years allowed to elapse.	Machinery and Boiler Surveys (including date of N.B., if any).
H 100 A1		H L.M.C. 9.34.
9.34		TS (Ch) 9.34
SS. M.S. 2 nd No 3-4.29		10 32
SS. P.R. No 1-34.		R.S.B. 21

If so, is the Report sent now, or when will it be sent?

The Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to...



W468-0219

N^o 4/29.
R^e N^o 9

below the furnaces renewed in way of the front end plate.

Centre combustion chamber:- An old horizontal weld in the back plate, found leaking, cut out and electrically welded.

Starboard combustion chamber:- Three small fillet welds effected at landing edges of back and tube plates.

Starboard furnace: The corrugation next to combustion chamber found somewhat grooved, now veed out and electrically welded on fire side for a length of $4\frac{1}{2}$ ".

Starboard boiler: The front end plate under the centre furnace, found grooved on the water side, now veed out and electrically welded externally and where somewhat locally wasted through contact with ashes and also the landing edge of the shell plate at bottom in way of the front circumferential seam built up by E.W.P.

The external nuts and washers of the two longitudinal stays below the furnaces renewed in way of the front end plate.

Port combustion chamber:- An old horizontal weld in the back plate, found leaking, cut out and electrically welded.

Two small fillet welds effected at landing edges of back plate.

Two screw stays renewed in port side wrapper plate.

R.G.K.

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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