

9.087.  
No. 11ers.

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

Received at London Office 5 OCT 1936

When handed in at Local Office 2.10.36 Port of Marseilles

Survey held at Marseilles Date, First Survey 23.9.36 Last Survey 30.9.1936

on the Machinery of the Wood, Iron or Steel S.S. "ERINOULA" (No. of Vessels 1)

Vessel built at Sunderland By whom Sunderland S.B. Co. Ltd. when 1905

Engines made at - do - By whom E. Maure Eng. Co. when 1927

Boilers, when made Main 1905 (Donkey)

Boilers 2 Owners J. Satsomnos Owners' Address (if not already recorded in Appendix to Register Book) Port Andros Voyage Black Sea

Boilers 1/60 Managers If Surveyed Afloat or in Dry Dock Yes Section

Boilers 80 (State name of Dock.)

Port No. 93533 Port Nov

Years of Examination and Repairs (if any) B.S.

Receipts, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and damage (the cause of which must be stated) should be briefly summarized at the end of the report. State also the initials of any letters respecting this case.

Particulars of Classification (which must be precisely as in Register Book & Supplements).

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned or now required.	Machinery and Boiler Surveys (including date of N.B. if any).
+100A.1.		+L.M.C
2.36		N.O.B 19.27
S.S. Bly. 2-3-531		M.S. 2.36
S.S. Bly No 1-36		B.S. 4.35
		T.S. 11.35

Where the Surveyor has not made a special damage report he is required to state whether he has services for this purpose, and why they were declined.

Has anyone else made a report? If so, by whom?

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did you personally go inside each Donkey Boiler? Yes

If not done, state for what reasons?

Under 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?

Date of internal examination of each boiler: S.B. 23.9.36 S.B. 25.9.36 P.B. 28.9.36 Present condition of funnel(s) Good

Did you examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 160 lbs

Did you examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 80 lbs

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

Did you examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? Yes

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

Has the 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? Yes

Has the shaft now been changed? Yes If so, state reasons. Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the shaft now fitted been previously used? Yes State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Is electric light and/or power fitted? Complete

Remarks: Examined main & donkey boilers internally & externally with safety valves, mountings, manholes, doors & fastenings placed in good condition. Main & donkey boiler safety valves adjusted to pressure stated.

Wear Tear

Starboard Boiler: - 4 combustion chamber stays - Renewed entire furnace mouth, port side, crack cut out & built up with E.W.

Port Boiler: - Starboard furnace port side, combustion chamber crack plate reinforced with E.W.

Observations, Opinion, and Recommendation: - The machinery of this vessel 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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 11, B.&M.S. 9, 11, L.M.C. 9, 11, 140 lb., F.D., &c.)

As far as now seen is in good & efficient condition & eligible in my opinion to remain as now classed with fresh

Signature of J.B.S. 9.36.

Fees applied for: £ 1.300.-

Received by me: £ 1.364.-

Received by me: £ 164.-

Signature: W. H. W. Aggott, Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute: FRI. 9 OCT 1936

Signature: BS 9.36

Signature: W. H. W. Aggott

Signature: W. H. W. Aggott

Signature: W. H. W. Aggott

this case is eligible for  
THE RECORD. BS 9.30

subject to the sea connections  
being examined.

LH  
7/10/36.



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Lloyd's Register  
Foundation

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