

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

(Received at London Office APR 21 1938)

Date of writing Report 13/4/1938 When handed in at Local Office 13/4/1938 Port of PIRAEUS

No. in Reg. Book 20394 Survey held at PIRAEUS Date, First Survey 30/3/38 Last Survey 7/4/1938
 on the Machinery of the Wood, Iron or Steel S.S. ANTONIOS MICHALOS (No. of Visits - 2 -)

Tonnage Gross 3514 Net 2279 Vessel built at Sunderland By whom J. R. Thompson & Sons, Ltd. When 1901-10 mo.
 Nominal Horse Power 291 Engines made at Sunderland By whom J. Dickinson & Sons Ltd. When 1901
 No. of Main Boilers 2 Boilers, when made (Main) 1901 (Donkey) ☒
 Owners C. N. Michalos Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers ☒ Managers Michalos Messrs. & Co. Ltd. Port Piraeus Voyage -
 Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock (State name of Dock.)
 in Donkey Boilers ☒

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 how long expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>H100 A1</u>		<u>H LMC. 7.34</u>
<u>Spar deck 2.</u>		<u>B.S. 1.37.</u>
<u>6.36.</u>		<u>T.S. (C1) 6.36.</u>
<u>SS. P.R. 2ND No 8-10.25.</u>		
<u>SS. P.R. No 2-34.</u>		

Last Report No. PortParticulars of Examination and Repairs (if any) GEN. EXAM. & EXAM. OF PORT MAIN BOILER.

(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? Port

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

" " Donkey " " " 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? Under steam. Yes. To what pressure were they afterwards adjusted under steam? -

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

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

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

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

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

Please see the Secretary's cablegram of the 29th ultimo, Piraeus Report No 4580 dated 28/12/37 on Port main boiler and Piraeus Report No 4570 dated 16/12/37 on Port LMC:MS.

Now DONE: The main engines and auxiliary pumps generally examined (not opened up) tried under steam and found in order.

The port main boiler examined internally and externally (mountings not opened out) with special attention directed to the starboard wing combustion chamber back plate and all found in satisfactory condition.

The two main boilers examined under a steam pressure of 150 lbs. and found tight and good.

General Observations, Opinion, and Recommendation:— The machinery and boilers of this

(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., F.D., &c.)

vessel, in so far as now seen, are in an efficient condition and eligible, in my opinion, to be continued as at present classed without fresh record of survey, subject to the entries in the Special Reasons list with reference to the machinery and port main boiler remaining therein until the vessel has been broken up.

Survey Fee (per Section 29) £ 4 : 0 : 0 Fees applied for 13/4/1938 RSA.
 Special Damage or Repair Fee (if any) £ :
 Travelling expenses (if chargeable) £ : ✓ : 0 Received by me, ✓ 19

Robert J. Knox.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 6 MAY 1938Assigned Deferred