

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

(Received at London Office)

Date of writing Report 8 May 1934 When handed in at Local Office 8 May 1934 Port of Piraeus

No. in Survey held at Piraeus Date, First Survey 26 April Last Survey 2 May 1934

6682 on the Machinery of the Wood, Iron or Steel S.S. "MAROUSSIO" (No. of Visits 2)

Gross 4152 Net 2700 Vessel built at Glasgow By whom Russell & Co. When 1902-9

Engines made at Glasgow By whom J. Rowan & Co. When 1902

Boilers, when made (Main) 1902 (Donkey) 1921

Owners M. N. Liangos Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Unass Voyage Volo

Surveyed Afloat or in Dry Dock Piraeus Harbour. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

ast Report No. Port

Particulars of Examination and Repairs (if any) GEN. EXAMINATION

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 esides 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?

he Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

his was not done, state for what reasons? Boilers not due for survey.

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

o 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?

te 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? 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft Not seen.

Engine parts, when referred to by numbers, should be counted from forward.

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

ow done: A General Examination of the machinery made. It was noted that the starboard side of that part of the main engine bed plate which carries the after crank bearing for the crank shaft (No 6 bearing) was fractured at a point near the main gear disc bracket (cast integral with the bed plate); the fracture extending diagonally upwards towards the top edge of the bearing pocket. This has now been very strongly repaired by fitting steel plates 3/8" thick to the forward and after sides and front face of the bearing secured by screwed tap bolts to the walls of the bed plate and the side plates in turn bolted with rough bolts to the flanged plate fitted to the front face. On the completion of repair the engine was given a basin steaming trial and tried ahead and stern up to about 40 revs per minute and all found good and efficient. It is recommended that the repair be regarded as a permanent one.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in

(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.E.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

or as seen, is in order and eligible, in my opinion, to be continued as at present

lassed without fresh record, subject to the Donkey boiler not being used, as

Special Reasons list.

Fee (per Section 29) £ 2 0 0 Fees applied for 7/5 1934

Damage or Repair Fee (if any) £ Received by me, 19

ling expenses (if chargeable) £

Committee's Minute

igned Deferred

FRI. 9 NOV 1934

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

Lloyd's Register Foundation

Machinery generally examined
for postponement of S.S. No. 122

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.

Main bed plate (cracked)
permanently repaired

This vessel is to remain as CLASSED.

Subject to the
DONKEY BOILER
not being used again.

200
25/5/34

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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