

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

22 JUN 1931

(Received at London Office)

Date of writing Report

June 16th 31

When handed in at Local Office

19

Port of Istanbul

in

Survey held at

Istanbul

Date, First Survey

Mar. 23rd

Last Survey

May 28th 31

Book

(No. of Visits)

17

3986 on the Machinery of the Wood, Iron or Steel

sp "ANDREAS K."

Gross 3602
Net 2252

Vessel built at Glasgow

By whom C. Connell & Co. Ltd When 1903.

364
Main Boilers 2

Engines made at Glasgow

By whom D. Rowan & Co When 1903.

1
Main Boilers 120

Boilers, when made (Main) 1903.

(Donkey) 1920

1
Main Boilers 120

Owners P. Margaritis Sons

Owners' Address

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

Port Piraeus

Voyage in port.

1
Main Boilers 120

Managers

If Surveyed Afloat or in Dry Dock dry dock.

(State name of Dock.)

Arsehal N° 3.

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1 Spar dk. 230 1.31. SS. Rot. 2° N° 3-2-30		FLMC 4.30 T.S.C.L. 8.28 Nob 20.

1st Report No.

Port

Particulars of Examination and Repairs (if any)

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 details 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?

Is 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?

Do. " Donkey " " " "

Was this not done, state for what reasons?

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Is screw shaft now been drawn and examined? Is it fitted with continuous liner?

Is shaft now been changed? If so, state reasons.

Is the shaft now fitted been previously used? Has it a continuous liner?

Is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

Main Engines, auxiliaries and main boilers to examine, See damage Report attached. Donkey boiler to repair.

Main Engines, auxiliary machinery, condenser, shafting and pumps, stated to have been strained, to be opened up, overhauled, repaired and adjusted as may be found necessary.

Screw shaft to be drawn, for examination & align with new lignum vitae.

Tips of two of the propeller blades damaged to repair.

Both Main Boilers stated to have been strained, to be opened up, chared & cleaned, examined, and overhauled, and adjusted, as may be found necessary.

Engines and Boilers would require to be removed for repairs and replaced.

General Observations, Opinion, and Recommendation:—

(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 S.L.M.C. 9, 11, 120 lb., F.D., &c.)

The Main Engines, auxiliary machinery and main boilers of this vessel require to be removed for repairs and afterwards replaced, as may be found necessary, on vessel's arrival at a home port, as they are considered to be out of use at present time; vessel should be towed to a repair port.

Survey Fee (per Section 28) £ : : 8/6 1931

Special Damage or Repair Fee (if any) £ 20: 0: 0

(per Section 28.)

Travelling expenses (if chargeable) £ 1: 0: 0

Received by me, 19

Committee's Minute

Signed See Wreck Rpt. 8132

Engineer Surveyor to Lloyd's Register of Shipping.

Wm. G. G. G.

Lloyd's Register

Foundation

W582 0357