

(Received at London Office) 18 JUN 1934

18 JUN 1934

Date of writing Report 15-6-1934 When handed in at Local Office 15-6-1934 Port of Antwerp

No. in Reg. Book. 24661 Survey held at Antwerp Date, First Survey 28-5-34 Last Survey 9-6-1934
on the Machinery of the Wood, Iron or Steel S. S. Dimitrios L. Daniotos (No. of Visits 3)

Tonnage {	Gross	3824	Vessel built at	West Hartlepool	By whom	Furness Withy & Co. Ltd.	When	1906 - 4
	Net	2455						
Nominal Horse Power {		317	Engines made at	Hartlepool	By whom	Richardson, Wadgar & Co. Ltd.	When	1906.
No. of Main Boilers		2	Boilers, when made (Main)	1906		(Donkey)		1906
No. of Donkey Boilers		1	Owners	S & C. Daniolos	Owners' Address	✓		
Steam Pressure— in Main Boilers		180 lb	Managers	C. Daniolos	Port	Andros	Voyage	Rottendam, Civita- Vecchia &
in Donkey Boilers		90 lb	If Surveyed Afloat or in Dry Dock	Both. City No 5			Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	

Last Report No. _____ *Port*

Particulars of Examination and Repairs (if any) Damaged Gen. Exⁿ

(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^{if} for this purpose, and why they were declined *Not required*

Was a damage report made by anyone else? If so, by whom? *hi-Bull. Sat. rose.*

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

“ “ Donkey “ “

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 ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. By an arrangement between the Owners & Underwriters the Vessel is to proceed to Italy with a cargo of Coal & to be broken up on arrival For Damage. (See Istanbul Rpt.) Now Done:- Propeller, outboard & steam bush & outside fastenings of Sea connections examined. Tips of 2 propeller blades broken off, but same still efficient. General Examination for Voyage to Italy. Now Done:- The main & auxiliary machinery & Boilers generally examined under steam & under working conditions. Auxiliary pump tried on all bilges & found satisfactory.

General Observations, Opinion, and Recommendation:—*The Machinery of this Vessel so far as*

(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.)

140 lb., F.D., &c.)
 Seen is now in efficient condition & eligible in our opinion to remain as classed
 without fresh record of survey, for one voyage to an Italian port to be broken up.

Frames

Survey Fee (per Section 29) *4* General Exam - £ 1050-

Special Damage ~~or Repair~~ Fee (if any) £ 2788-
(per Section 29.)

Travelling expenses (if chargeable) £ : :

Fees applied for
15-6-1934

Received by me,
15-6-1934

Committee's Minute 2 TUE. 3 JUL 1934

Assigned

FRI. 23 NOV 1934
~~FRI. 28 DEC 1934~~

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

Ws'96-0161