

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

(Received at London Office 18 JUN 1934)

Date of writing Report 15-6-34 When handed in at Local Office 15-6-34 Port of Antwerp

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

Tonnage { Gross 3824 Net 2455 Vessel built at West Hartlepool By whom Furness Withy & Co. Ltd. When 1906-4
Engines made at Hartlepool By whom Richardson, Wadgarth & Co. Ltd. When 1906.
Nominal Horse Power 317 Boilers, when made (Main) 1906 (Donkey) 1906
No. of Main Boilers 2 Owners S & C. Daniolos Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers C. Daniolos Port Antwerp Voyage Rotterdam, Civita-
Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Both. City No 5 Vicchia &
in Donkey Boilers 90 lb (State name of Dock.) 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. Ex.

(Periodical Surveys, when held, must be reported in detail and scrutiny 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 Not required

Was a damage report made by anyone else? If so, by whom? M. Bell. Sal. acc.

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 3/16"

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

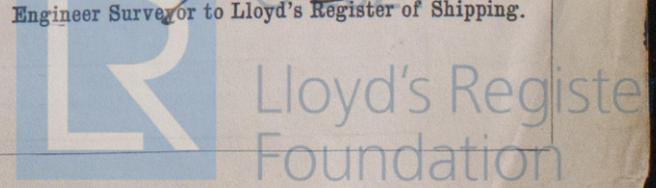
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. By an agreement between the owner & underwriter the vessel is to proceed to Italy with a cargo of coal & to be broken up on arrival for damage. (See Istanbul Rpt.) Now done:- Propeller, outboard of stem bush & outside fastenings of six 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.)
Seen is now in efficient condition & eligible in our opinion to remain as classed without fresh survey, for one voyage to an Italian port to be broken up.

Survey Fee (per Section 20) General Exam = £ 1050-
Special Damage or Repair Fee (if any) (per Section 20) £ 788-
Travelling expenses (if chargeable) £ : :
Fees applied for 15-6-1934
Received by me, 15-6-1934
W. G. Murray & Co. Surveyors
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 3 JUL 1934
Assigned Referred

WS'96-0161



If so, is the Report sent now, or when will it be sent? (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to