

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

(Received at London Office)

13 OCT 1933

Date of writing Report 10/10/33. When handed in at Local Office 10/10/33. Port of GENOA

No. in Reg. Book 35483 Survey held at ANCONA Date, First Survey 26/9/33 Last Survey 7/10/33. (No. of Visits Four)

on the Machinery of the Wood, Iron or Steel SC. "STAMOS FAFALIOS"

Tonnage { Gross 3990 Vessel built at W. Hartlepool By whom W. Gray & Co., Ltd. When 1906/2
 Net 2566 Engines made at W. Hartlepool By whom Gen. Mar. Eng. Works When 1906

Nominal Horse Power 358 Boilers, when made (Main) 1906 (Donkey) 1906

No. of Main Boilers 2 SB Owners S. & D. Fafalios Owners' Address -
 (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers - Port Chios Voyage ✓

Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Afloat Ancona Harbour Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 90 lbs. (State name of Dock.)

Last Report No. 22088 Port Bry.

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Year assigned new expired.	Machinery and Boiler Survey (including date of N.B., if any)
* 100 A 1 7.32		* LMC 7.29 C.L. N. 3.31
SB Pir 2nd N°3-12,29		B.S. 3.32

Particulars of Examination and Repairs (if any) B.S.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined.

Has a special damage report been 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? Yes

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

Where a special damage report has not been made, state for what reasons? -

Were any parts of the Boilers could not be thus thoroughly examined? -

Were any 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? -

What was the latest date of internal examination of each boiler? Main boilers 27/9/33 - Donkey boiler 5/10/33.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 Lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 90 lbs.

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

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

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has the screw shaft now been changed? - If so, state reasons -

Has the screw 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? -

What was the result 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 -

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

WORK DONE FOR B.S. - Two main boilers and Donkey boiler examined internally and externally together with the safety valves and mountings and found or placed in a satisfactory condition.

All boilers afterwards examined under steam and the safety valves adjusted as above.

REPAIRS FOR WEAR & TEAR. - Port Main Boiler: -

3 side stays renewed on centre combustion chamber.

General Observations, Opinion, and Recommendation: The machinery of this vessel, as now seen, is in a good and efficient condition and eligible in the opinion of the Ancona Surveyor to remain as classed with fresh record of B.S. 10.33.-

Survey Fee (per Section 29) B.S. Anc. Lit. 560.- Fees applied for 9/10/33.

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) Anc. Lit. 12.- Received by me, 19

Committee's Minute TUE. 17 OCT 1933

Assigned AS 10.33

A. K. Griffith for Gustavo Badier,
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI 7 SEP 1934



Insert Character of Ship and Machinery precisely as in the Register Book.

Clare 3-33 held 12/6

It is submitted that this vessel is eligible for THE RECORD.

12/10/33

CERTIFICATE No. 1109 13.10.33

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.

NAME OF VESSEL: M. S. ...
REGISTRY: ...
CLASS: ...

NAME OF MASTER: ...
NAME OF SUPERVISOR: ...
NAME OF SURVEYOR: ...

NAME OF PORT: ...
NAME OF PLACE: ...
NAME OF DATE: ...

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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