

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

(Received at London Office 27 FEB 5)

Date of writing Report 21/2/1935 When handed in at Local Office 21/2/1935 Port of Piraeus

No. in Reg. Book 46297 Survey held at Piraeus Date, First Survey 30/1/35 Last Survey 6/2/1935
(No. of Visits 4)

46297 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "FOTINI CARRAS"

Tonnage { Gross 4396 Vessel built at Stockton By whom Richardson Quirk & Co. When 1908
Net 2716 Engines made at Stockton By whom Blair & Co. Ltd. When 1908

Nominal Horse Power 358 Boilers, when made (Main) 1908 (Donkey) 1908

No. of Main Boilers 2 Owners Carras Bros. Owners' Address (if not already recorded in Appendix to Register Book.)
Port Chios Voyage Black Sea.

No. of Donkey Boilers 1 Managers _____
Steam Pressure in Main Boilers 180 lbs # Surveyed Afloat in Dry Dock Piraeus Harbour Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 100 "

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) GEN. EXAM.

(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 for this purpose, and why they were declined

Was 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?

" " 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? Yes. To what pressure were they afterwards adjusted under steam? 160 lbs. H

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? Yes. and of the Donkey Boilers?

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

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

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

General Examination to enable vessel to load a non-perishable cargo prior to being broken up. (Please see Secretary's Letter S. 11.1.35.)

Used done:
The port and starboard main boilers opened up and examined throughout together with their principal mountings, examined under steam and all safety valves adjusted to the reduced working pressure of 160 lbs. H.
It was recommended that the Donkey Boiler be not used again.
The main engines and their auxiliaries examined at rest (not opened up) and also examined under working conditions. The temporary repair to the N.P. column specially examined. P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in efficient condition and eligible, in our opinion, to be continued as at present classed without fresh record subject to the vessel proceeding in ballast to load a non-perishable cargo at a Black Sea port for Bona, Bran or Algiers and thence to a West Station port for demolition & to the Donkey Boiler not being used. Recommended Donkey Boiler pressure be held from R. 100 & Main Boiler pressure reduced to 160 lbs. per H.

Survey Fee (per Section 29) £ 6 : 15 : 0 Fees applied for 7/2/1935
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Travelling expenses (if chargeable) £ : 6 : 0 Received by me, 7/2/1935

Committee's Minute _____
Assigned Deferred
Robert G. Knox & Wm. Rennie
Engineer Surveyors to Lloyd's Register of Shipping.

TUE. 12 MAR 1935
Lloyd's Register Foundation
W685 004

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

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys	Years assigned for survey	Machinery and Boiler Surveys (including date of N.B., if any).
H 100 H.		H L M C.
9.32.		M.S. 5.30.
SS. TRI. N° 3-9.21.		BS. 9.32.
SS. PA. N° 2-30.		T.S. (C) 7.31.
UNDETKAKING CASE		

SEE LIST

The Surveyors are requested not to write on or below the space for Committee's Minute.

Is a Certificate required? If so, to be sent to _____

In our opinion the machinery of this vessel is in efficient condition for the contemplated voyage.

Temporary Repairs:

Port Boiler - Centre Furnace - One additional anti-collapse ring welded to the crown of the furnace in way of the distortion.

Ballast pump overhauled and minor repairs and adjustments carried out to the main engines & pumps.

R.B.K. + W.R.

N.B.—If this Report is copied by copying Press, special 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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