

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

(Received at London Office) MON FEB 26 1917

Date of writing Report Feb 13th 1917 When handed in at Local Office Feb 14th 1917 Port of Genoa

No. in Survey held at Genoa Date, First Survey Jan 12th 1917 Last Survey Feb 13th 1917
Book. 167 on the Machinery of the Wood, Iron or Steel S. S. Laertis Master S. Panois

Displacement { Gross 3914 Vessel built at Sunderland By whom Mr Gas Lang & Sons When 1912-10
Net 2380 Engines made at Do By whom G. Clark & Co When 1912-10

Registered Horse Power 354 Boilers, when made (Main) 1912-10 (Donkey) 1912-10
No. of Main Boilers 2 Owners G. C. Sracoulis Port Athaca Voyage Genoa
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Si Graze & Oil

Steam Pressure in Main Boilers 180 lbs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Lon LMC for S. S. 201

Particulars of Examination and Repairs (if any) S. S. 201

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 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.

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? Yes

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

Was this not done, state for what reasons? -

Did 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? 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? 100 "

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

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? - or two liners? - or is it without liners? -

Has shaft now been changed? No If so, state reasons -

Has the shaft now fitted new? - Has it a continuous liner? - or two liners? - or is it without liners? -

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8" S. shaft seen 9.15. Complete.

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

all cylinders, pistons, slide valves, shafting (except screw shaft), bottom ends, pumps, bridge inspection, outside fastenings, sea cocks & valves, condenser, rods, glands, guides; & engines generally examined & found good.

The main & donkey boilers, and their safety valves, and mountings examined & found in very good condition. all safety valves adjusted under steam to their respective working pressures of 180 & 100 lbs.

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.&Y.S. 9,11, or L.M.C. 9,11, &c.)

This vessel's machinery is in good condition, eligible in my opinion to remain as classed, and to have the notation of + L.M.C. 2.17, made in the R. Book—

Survey Fee (per Section 25) £ 365.00 Fees applied for Feb 1917
Special Damage or Repair Fee (if any) (per Section 25.) £ 0.00
Travelling Expenses (if chargeable) £ 8.00 Received by me, Francis Piton
19

Committee's Minute FR. - 2 MAR 1917
Assigned + L.M.C. 2.17
MACHINERY CERTIFICATE WRITTEN

Lloyd's Register Foundation
W858-0074

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

LS NOT due 10.16 now held

It is submitted that
this report is suitable for
THE RECORD. + LMC 2.17

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

E.S.
26.2.17

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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