

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

(Received at London Office)

THU. AUG. 19. 1915

Date of writing Report 18.8.15 When handed in at Local Office 18.8.15 Port of Swansea

No. in Reg. Book 470 Survey held at Swansea Date, First Survey 26.7.18 Last Survey 16.8.1915

on the Machinery of the Wood, Iron or Steel 1/2" DIMITRIOS Master S. Danicolas (No. of Visits 5)

Gross Tonnage 2508 Net 1585 Vessel built at Newcastle By whom H. Stephenson & Co. Ltd When 1902-10

Registered Horse Power 233 Engines made at Newcastle By whom N.E. Mann & Co When 1902-10

No. of Main Boilers 2 Boilers, when made (Main) 1902 (Donkey) 1902

No. of Donkey Boilers 1 Owners Danicolas Bros (Mgrs) Port Andros Voyage ✓

Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock Kings Dr (State name of Dock.)

in Donkey Boilers 80 lb

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

| CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys. | YEAR. MONTH. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|--------------|--|
| <u>B100A1.</u>   | <u>7.14.</u> | <u>LMC8-11.</u>  |
| <u>S.S.SHLN02-11.</u>  |              | <u>B.S. 6-14.</u>  |
|  |              | <u>T.S. 7-14.</u>  |

Last Report No. 14266 Port Bury

Particulars of Examination and Repairs (if any) PTBS.

(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? Yes

Do. " Donkey " " " No

If this was not done, state for what reasons? Donkey boiler under steam.

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 165 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? No 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 Boiler? No

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 ✓

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

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? ✓

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? To be completed on Return.

There remains to be done - The donkey boiler survey to hold in its entirety.

Now done - Examined main boilers with their safety valves down & mountings same found in good order or repaired as under. Main boiler safety valves adjusted as above.

Repairs - Full set of spare pld pump valves, spare <sup>feed</sup> check valves, also spare bilge pump valves put onboard. Two new drain plugs fitted. Collision chocks renewed. Fire screw stay in back of one dille in wing in star boiler renewed. New stop valves & seals fitted. Four new test cocks on boiler ends fitted. Main boiler safety valves overhauled & put in good working order. New steam gauge fitted in engine room.

General Observations, Opinion, and Recommendation: - The machinery of this vessel

(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., &c.)

so far as seen is in a safe working condition and is eligible in my opinion to remain as classed, and to have next record of B & S 8-15 when the survey is completed as above.

Survey Fee (per Section 28) B.S. £ 2.00

Special Damage or Repair Fee (if any) (per Section 28.) £

Travelling Expenses (if chargeable) £

Fees applied for 18/8/15

Received by me, 19/8/15 29/8/15

G. Vaux  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. AUG. 24. 1915

TUE. NOV. - 9. 1915

Assigned referred for  
W. J. T.

W 947-0031



Has a survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

In a Certificate regularly If so, to be sent to

P.S. due 15. The completed return.

It is submitted that this

WILL BE eligible for

to record P.S. 8. 15. when the Survey

Return Survey has been held in its

entirety.

End.  
20. 8. 15

3 due 10. 14

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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