

24 MAR 1944

Survey held at Janow. 12. 17th Date, First Survey 2. 3. 44 Last Survey 15. 3. 1944
 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "Aghios Spyridon" (No. of Visits 10 + 14)

		Year.		Month.	
3338	Vessel built at	Stockton	By whom	Graig Taylor & Co	When 1905 6
2116	Engines made at	Missilebro	By whom	Richardson, Westgate & Co	When 1905
308	Boilers, when made (Main)	1905		(Donkey)	✓
284	Owners	G. A. Harkins	Owners' Address	✓	
			(if not already recorded in Appendix to Register Book.)		
	Managers	-	Port	Chios	Voyage ✓
18046	If Surveyed Afloat or in Dry Dock	Transitile S. A. Afloat	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).		
	(State name of Dock.)				

ort No. _____ Port _____
 ars of Examination and Repairs (if any) *A. S. & Son, GE*

reys, when held, must be reported in detail and serialism in the terms of the Rules. State clearly the reys, if any, and, in detail, 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 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.

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

report made by anyone else? If so, by whom? Underwriters Survey

or personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*

" Donkey " "

done, state for what reasons?

of the Boilers could not be thus thoroughly examined?

al means, in the absence of internal examination, were adopted by the }
 assure himself of the thorough efficiency of those parts of each Boiler? }

e of internal examination of each boiler *Serial 2.3.44. Vol- 6.3.44*

Examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

Examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Examine all the manholes, doors and their fastenings of the Main Boilers? YCS, and of the Donkey Boilers?

Examine the drain plugs of the Main Boilers?, and of the Donkey Boilers?

examining all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

now been drawn and examined? *yes* 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? *✓*

been changed? *yes* If so, state reasons *Deep fractures at fore end of keyway, grooving ^{of shaft} at end of liner.*

Now fitted been previously used? Yes Has it a continuous liner? Yes, New Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

mination of Screw Shaft 13. 3. 44 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Rewooded

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

or even examine the generators, motors, switchgear, cables and fuses?

on resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.

not complete, state what arrangements have been made for its completion and what remains to be done complete.

65. The main boilers examined throughout & mountings & their safety valves adjusted
as above. Repairs W & T:- Port boiler, Centre tank and No tank stay renewed.

stated to have been caused on the 3rd August 1943 whilst vessel was moving alongside at Port au Port, Newfoundland, with engines moving very slowly, a wire rope fouled propeller, and the main engines. Rope cleared by crew & it is reported that no fault has been found to date.

245 D. M.R. 18.2.19. Examined tunnel stuffing, thrust block & shaft, shrinkage fit of web.

Observations, Opinion, and Recommendation:—The machinery of this vessel, as far as
ly 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
iteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 9,11, E.&M.S. 9,11, & L.M.C. 9,11, or
140 lb., F.D., &c.)

is eligible in my opinion to remain as classed with fresh records of D.S. 3-44
4 CL+ Examined 3-44 (12 months.)

1870

ction 29).....	£ 3 : 0 : 0	Fees applied for
		22 MAR 1944
Repair Fee (if any).....	£ 4 : 4 : 0	
ction 29.)		
as (if chargeable).....	£ : :	Received by me,
		19

E CASE
 2's Minute

TUES. 28 MAR 1944

BS 3.44

S344 CH

W232-0042

Chas. F. Howard.
Engineer Surveyor to Lloyd's Register of Shipping.

Radcliff
Lloyds Register
Foundation

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

G.E. Examined cylinders bottoms, rods & spindles, fit of webs on pins & journals, H.E. driven pumps & trimmers, all exposed parts of machinery, stern & back shaft, tunnel shafting; Ballast & G.S. pumps & valves; windlass engine.
 Repairs, H.E. Ballast pump, valves overhauled, plungers reinstalled
 G.S. pump, liners & rods renew, valves overhauled.
 all auxiliary machinery satisfactory under working conditions.
 The Chief Eng. & Sup. stated that the main engines had given complete satisfaction in service.
 The logging or trawl requires overhauling & the Sup. stated that this would be attended to at first opportunity.
G.E.H.

Electrical Installation

Generators 10Kw. 5.5Kw.

The Installation was examined, and following minor repairs, the cables and fittings, so far as could be seen, appeared satisfactory.
 Insulation resistance and tests on the 5.5Kw. Generator, were satisfactory. The 10Kw. is fitted for D.C. only and was tested by the Admiralty D.C. Dept.

Additional:

St. L. C. Hall
Damage due to wire fouling
propeller:-
2 shaft changed
2 shaft 244
244
244

244
244