

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

(Received at London Office)

NOV 13 1940

Date of writing Report 10<sup>th</sup> Nov 1940 When handed in at Local Office

Port of Swansea

No. in Reg. Book. Survey held at Swansea

Date, First Survey 23-10-40 Last Survey 25-10-1940

73210 on the Machinery of the Wood, Iron or Steel

"DIONYSSIOS STATHATOS"

(No. of Visits TWO)

Tonnage Gross 5168  
Net 3172

Vessel built at Birkenhead

By whom Cammell Laird &amp; Co Ltd

Year. Month.

Nominal Horse Power 517

Engines made at do

By whom do

When 1919 9

No. of Main Boilers 358

Boilers, when made (Main) 1919

(Donkey)

When

No. of Donkey Boilers

Owners AD. &amp; I. Stathatos

Owners' Address

(if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lb

Managers

Port Thessalonica

Voyage

in Donkey Boilers

If Surveyed Afloat or in Dry Dock afloat

(State name of Dock.)

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

Last Report No. 53654 Port Off

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

(Periodical Surveys, when held, must be reported in detail and serialism 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? no

" " Donkey " " " "

If this was not done, state for what reasons? Examination confined to repairs previously recommended

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.

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? no

To what pressure were they afterwards adjusted under steam? 180 lb

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?

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

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

, and of the Donkey Boilers?

Has screw shaft now been drawn and examined?

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

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

Is electric light and/or power fitted

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

No complete survey for record of B.S. 10.40. several secured stays in Port Boiler upper row of combustion chamber back, remain to be renewed and wastage in Port Boiler starboard combustion chamber back plate knuckle, starboard side between 2<sup>nd</sup> and 3<sup>rd</sup> rows from bottom, to be built up by electric welding. No definite arrangements made for completion of survey. Now done. Electric welding and stay repairs previously recommended, with the exception of above, now satisfactorily carried out and safety valves adjusted as above

## 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.&M.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., E.D., &c.)

Eligible in my opinion to remain as classed and to have fresh record of B.S. 10.40 when survey has been completed as above.

Survey Fee (per Section 29) £ :

Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £ :

19

Travelling expenses (if chargeable) £ :

Received by me,

19

Committee's Minute

NOV 19 1940

Assigned

4

Deferred for

Comp. 2 to 2

Dec 20 1940  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

W383-0138