

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

(Received at London Office)

11 JAN 1934

Date of writing Report 10th January 1934 When handed in at Local Office 10th January 1934 Port of Kalmouth
 No. in Reg. Book 36700 Survey held at Kalmouth Date, First Survey 13 Dec. 1933 Last Survey 5th January 1934
 on the Machinery of the Steel 5/8 STYLIANOS CASTANOS ex TRECARNE (No. of Visits 5)
 Tonnage { Gross 4196 Vessel built at South Shields By whom J. Readhead Sons & Co When 1915.2
 Net 2679 Engines made at South Shields By whom J. Readhead Sons & Co When 1915.2
 Nominal Horse Power 386 Boilers, when made (Main) 1915 (Donkey) 1915
 No. of Main Boilers 2.5E Owners S. Castanos, Sons & Miaoulis Owners' Address Athens
 No. of Donkey Boilers 1 Managers ✓ (if not already recorded in Appendix to Register Book.)
 Steam Pressure— in Main Boilers 180 lbs If Surveyed Afloat ✓ in Dry Dock ✓ Port Placas Voyage ✓
 in Donkey Boilers 90 lbs (State name of Dock.) Hal No 2 Dry Dock - Northern Arm.

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) L.M.C.

(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.)

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? YesDo. " Donkey " " " YesIf 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? yesTo what pressure were they afterwards adjusted under steam? 180 lbs/sq"Did the Surveyor examine the Safety Valves of Donkey Boiler? yesTo what pressure were they afterwards adjusted under steam? 90 lbs/sq"Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yesDid the Surveyor examine the drain plugs of the Main Boilers? none fittedDid the Surveyor examine all the mountings of the Main Boilers? yes

Has screw shaft 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? no

Has shaft now been changed? no 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? 3/16"

State date of examination of Screw Shaft 13/12/33 State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

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.

How done: Vessel placed in dry dock. Propeller, screw shaft, sea connections and outside fastenings examined and found in good condition. Screw shaft drawn in. Examined all cylinders, pistons and rods, slide valves and steam chests, crank, thrust and tunnel shafting, main and auxiliary pumps and pumping arrangement, condenser (tested) and found all in good condition. Examined the main and donkey boilers internally and externally together with mountings and safety valves and found all in good condition. Later examined main and donkey boilers under steam and adjusted the safety valves as above.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good and efficient condition and eligible, in our opinion, to remain as classed with a fresh record of L.M.C. 1.34 and Screw Shaft seen 12.33.

(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., F.D., &c.)

Survey Fee (per Section 29) L.M.C. £ 12 : 0 : 0
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :
 Travelling expenses (if chargeable) £ : :

Fees applied for
10 Jan 1934
 Received by me,
23/2/34

E. Clark Vaux & R. Clough
 Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute FRI 19 JAN 1934
 Assigned + L.M.C. 1.34

UNDERTAKING CASE.

WS04-0125

Lloyd's Register Foundation

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

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

It is submitted that
this vessel is eligible for
THE RECORD. *Wm. C.*

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.

Value 1.24
S12-30

18/34