

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

(Received at London Office)

Date of writing Report 25. 4 1938 When handed in at Local Office 26. 4 1938 Port of DUNKIRK.

No. in Survey held at DUNKIRK. Date First Survey 13th April Last Survey 17th April 1938

30.535 on the Machinery of the ~~Wood~~ ~~Iron~~ Steel Se Tanker "N A U S I C A A" (No. of Visits Three)Tonnage Gross 5005 Vessel built at Londonderry By whom Nth of Ireland S.B.C. Ltd. When 1922 5
Net 2886 Engines made at Greenock By whom J.G. Kincaid & Co. Ltd. When 1922

Nominal Horse Power 495 Boilers when made (Main) 1922 (Donkey) -----

No. of Main Boilers 3 SB. Owners The M.K. VENISELOS Owners' Address (If not already recorded in Appendix to Register Book.)

No. of Donkey Boilers --- Managers K.E. Veniselos Port Piraeus Voyage Las Piedras (Venezuela)

Steam Pressure in Main Boilers 180 Lbs. Sq. Surveyed Afloat on Dry Dock Freycinet Dk. N°8 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers --- Last Report No. 59298 Port Gls.

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and variation 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. Sec. Letter N° 1st April 38

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

" " Donkey " " " "

If 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 2.37 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 Lbs. Sq "

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? yes , and of the Donkey Boilers? -----

Did the Surveyor examine the drain plugs of the Main Boilers? yes (fitted) , and of the Donkey Boiler? -----

Did the Surveyor examine all the mountings of the Main Boilers? yes , and of the Donkey Boiler? -----

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

PORT, CENTRE AND STARBOARD BOILERS examined internally and externally together with their safety valves, manhole doors, mountings, steam pipes without stripping. - Conditions satisfactory. A few minor repairs effected. -

Adjusted the safety valves under steam of the Port, Centre & Starboard boilers to working pressure of 180 Lbs per Square inch. - Satisfactory.

INTERIM CERTIFICATE issued as per copy forwarded herewith.

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, H.M.S. 9, 11, & L.M.C. 9, 11, or

*LMC 140 lb., F.D., &c.)
CS 2, 34,

The Boilers of this vessel are eligible in my opinion to remain as classed

and to have fresh record of "B.S. 4, 38".

Survey Fee (per Section 29) Fr. 1.000,--

L.A. Secd. 17.4.38. - 9 a.m. - Fr. 330,--

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

Travelling expenses (if chargeable) Fr. 45,--

Fees applied for

19.4.1938

Fr. 1.375

Received by me,

19.4.1938

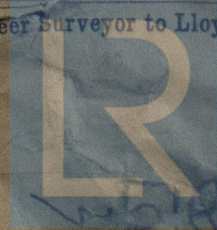
M.A.

Committee's Minute

Assigned

TUE 3 MAY 1938

Engineer Surveyor to Lloyd's Register of Shipping.



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

Sheld

BS 438

9/5/38