

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

(Received at London Office

22 JUN 1931

Date of writing Report June 16<sup>th</sup> 1931 When handed in at Local Office Port of Istanbul

Survey held at Istanbul Date, First Survey Mar. 23<sup>rd</sup> Last Survey May 28<sup>th</sup> 1931  
(No. of Visits 17)

3986 on the Machinery of the Wood, Iron or Steel s/s "ANDREAS K."

Age { Gross 3602 Vessel built at Glasgow By whom C. Connell & Co. Ltd When 1903.  
Net 2252 Engines made at Glasgow By whom D. Rowan & Co When 1903.

nominal { 364 Boilers, when made (Main) 1903. (Donkey) 1920  
Use Power }  
of Main Boilers 2 Owners P. Margaronis Sons Owners' Address (if not already recorded in Appendix to Register Book.)  
of Donkey Boilers 1 Managers Port Piraeus Voyage in port.

of Main Boilers 185 If Surveyed Afloat or in Dry Dock dry dock.  
Main Boilers 120 (State name of Dock.) arsenal n° 3.

Donkey Boilers 120 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any) ✓

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 details 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.

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? ✓

Has 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? ✓

Do. " Donkey " " " " " ✓

When this was not done, state for what reasons? ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓ To what pressure were they afterwards adjusted under steam? ✓

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 all the manholes, doors and their fastenings of the Donkey Boilers? ✓ and of the Donkey Boiler? ✓

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 the 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 the 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 the distance between lignum vitae or bearing metal 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 Main Engines,

auxiliaries and main boilers to examine, see damage report

attached. Donkey boiler to repair.

Main Engines, auxiliary machinery, condenser, shafting

and pumps, stated to have been strained, to be opened up,

overhauled, repaired and adjusted as may be found necessary.

Screw shaft to be drawn, for examination & align with

new lignum vitae.

Tips of two of the propeller blades damaged, to repair.

Both Main boilers stated to have been strained, and lifted, to be

opened up, chared & cleaned, examined, and overhauled,

and adjusted, as may be found necessary.

Engines and boilers would require to be removed for repairs and replaced

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, or L.M.C. 9,11, 130 B., F.D., &c.)

The Main Engines, auxiliary machinery and main boilers

of this vessel require to be removed for repairs and

afterwards replaced, as may be found necessary, on vessel's

arrival at a home port, as they are considered to be out of use at

present time; vessel should be

towed to a repair port.

Survey Fee (per Section 28) £ : :  
Special Damage or Repair Fee (if any) £ 20: 0: 0  
(per Section 28.)  
Travelling expenses (if chargeable) £ 1: 0: 0

Fees applied for 8/6 1931  
Received by me, ✓ 1931

Committee's Minute See Wreck Rpt. 8132  
Signed \_\_\_\_\_

Engineer Surveyor to Lloyd's Register of Shipping.  
Wm. Grew  
Lloyd's Register  
Foundation  
WS82-0357

SEE LIMITATION LIST

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>H 100 A1</u>		<u>H L M C</u>
<u>Spar dk.</u>		<u>4.30</u>
<u>2.30</u>		<u>T.S.C.L. 828</u>
<u>1.31.</u>		
<u>S.S. Rpt. 20 n° 3-2-30</u>		<u>11/16/20</u>

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

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