

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

No. 22517

23 APR 1934

Date of writing Report 19 When handed in at Local Office 20/4/1934 Port of BARRY

No. in Reg. Book. Survey held at BARRY. Date, First Survey and Last Survey 13th April 1934

40574 on the Machinery of the ~~Wood, Iron or Steel~~ 1/2 MARIONGA J. GOULANDRIS (No. of Visits 1)

Tonnage { Gross 1610
Net 1259 Vessel built at Campbelltown By whom Campbelltown 1860-18 When 1918-5

Nominal Horse Power { 224 Engines made at Greenock By whom J. H. Kinnaird & Co. Ltd. When 1918

No. of Main Boilers 3 Boilers, when made (Main) 1918 (Donkey)

No. of Donkey Boilers 1 Owners Goulondris Bros. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lb Managers Port Andros Voyage

If Surveyed Afloat or in Dry Dock Barry Dock (State name of Dock.)

Last Report No. 8181 Port Gal

Particulars of Examination and Repairs (if any) Repair.

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?

Do.

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.

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 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 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.

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

Now Done: Auxiliary stop valve of port main boiler renewed after some having been tested by hydraulic pressure to 360 lbs. with satisfactory results.

General Observations, Opinion, and Recommendation:—The machinery of the vessel is

(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. 0, 11, B.&N.S. 0, 11, or E.L.M.C. 0, 11, 140 lb., F.D., &c.)

for as seen is suitable in my opinion to remain as now classed without further need.

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

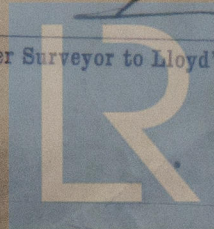
Committee's Minute

FRI. 27 APR 1934

Assigned

Arrow

Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

W595-0194

aux. stop valve on fore main
boiler removed.

It is submitted that
this vessel is eligible to
remain as **OLASSED**.

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.

Subject to the
MONKEY BOILER
not being used again.

26/4/34.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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