

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

(Received at London Office 20 FEB 1929)

Date of writing Report Feb. 15th 1929. When handed in at Local Office February 16th 29. Port of Gibraltar
 No. in Reg. Book. Survey held at Gibraltar Date, First Survey January 11th Last Survey February 12th 1929.
 44016. on the Machinery of the Wood, Iron or Steel S.S. "Ioannis" (No. of Visits)

Tonnage { Gross 420 1/2
 Net 262 1/4 Vessel built at Middlesbrough By whom Sir Raylton Dixon & Co. Ltd. When 5/1914
 Nominal Horse Power 364 Engines made at Hartlepool By whom Richardsons Westgarth & Co. Ltd. When "
 No. of Main Boilers 3. Boilers, when made (Main) 1917 (Donkey) ✓
 Owners A. C. Makarakis. Owners' Address (if not already recorded in Appendix to Register Book).
 Managers Port Argostoli Voyage Italy
 No. of Donkey Boilers ✓
 Steam Pressure in Main Boilers 180 lb
 in Donkey Boilers ✓
 If Surveyed Afloat or in Dry Dock Afloat in No 3 Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last 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 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? Yes (Centre main boiler only).
 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes (Centre main boiler) To what pressure were they afterwards adjusted under steam? 150 lbs per sq in.

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 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 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 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? ✓

This vessel was surveyed whilst afloat at the Detached Mole, Gibraltar and subsequently in drydock after having sustained damage by grounding on the Morocco Coast and subsequently during salvage operations.

During the execution of temporary repairs to hull, the following machinery damage and repairs effected to enable this vessel to be towed away from Gibraltar for permanent repairs or for breaking up as may be decided:—

Damage.

Thrust bearing (broken), thrust and propeller shafting had been set up. Engines and boilers are also slightly set up.

(Continued overleaf)

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, E.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

Recommended that she be allowed to be towed in ballast to Italy.

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) (per Section 28.) £

Travelling Expenses (if chargeable) £

Committee's Minute TUE. 5 MAR 1929

Assigned

Sealed

W. H. Hatcher 2020
 Engineer Surveyor to Lloyd's Register of Shipping.



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W622-0076

Repairs

Centre main boiler thoroughly cleaned and found in good order under W.P. hydraulic test and when in steam at 150 lbs per sq. in. at which pressure the safety valves were set to blow off.

Steering Engine and Gear overhauled and tested under working conditions and found in good order.

Windlass found to be in safe working order when placing the vessel at the anchorage.

The feed pump chamber and valve chests were opened out, valves, plunger rods, &c. were found to be badly worn and inefficient. The pistons, rings, plungers, rods, valves and seats were thoroughly overhauled, pump chamber bored out and tested under working conditions and found in good order.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

R.T.
1/2/29



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