

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

(Received at London Office

FEB 25 1938

of writing Report 22-2-1938. When handed in at Local Office

19

Port of Rotterdam

Survey held at Schiedam

Date, First Survey 10-12-37 Last Survey 10-2-1938

(No. of Visits 5)

on the Machinery of the Wood, Iron or Steel 1/3 "NIRITOS"

Gross 3054

Net 2452

Vessel built at W. Hartlepool

By whom W. Gray & Co. Ltd.

When 1907.9

Engines made at

By whom C. Mar. Eng. Wks

When 1

Boilers, when made (Main)

1907.

(Donkey)

Owners

G. C. Dracoulis

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Thaca

Voyage Santos

Managers

If Surveyed

Afloat or in Dry Dock

Wilton's Dock

(State name of Dock.)

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

Report No. Port

Particulars of Examination and Repairs (if any) Donkey 8135

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on being detailed in the body of the report, should be separated from repairs due to other causes; and initials of any letters respecting this case. Sent 4. 14-1-38. 20-1-38.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose, and why they were declined.

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey

Is not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

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?

Shaft now been changed? If so, state reasons

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?

Time 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?

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

Safety valves 8135 to be tested under steam to 120 lb, it is reported this will be done first opportunity. Vessel placed in dry dock, screws found good. Propeller, sternbush and fastenings good. Circulating pump now repaired & good.

Old donkey boiler removed, and a boiler ex "Nester" and ex "Chirikof" ex "Purline" replaced on board. Donkey boiler now internal, external, mountings and fittings found good. Shell plate at top m. & l. fitted, but the boiler pressure being now it is in my opinion of no consequence. There are now 2 spring loaded safety valves fitted 2" and one of 3" (original) in 8135. enclosed.

General Observations, Opinion, and Recommendation:—The machinery being now as

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

As seen in a good condition I am of opinion that the vessel is capable to remain as classed and notation of T.S. 12-37 and 203 when completed.

Damage or Repair Fee (if any)

Fees applied for

Expenses (if chargeable)

Received by me,

G. Williams

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 18 MAR 1938

CERTIFICATE WRITTEN

Lloyd's Register Foundation
W 65-0096