

9. No. 26556
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 Port of Rotterdam
 Survey held at Schiedam Date, First Survey 10-12-37 Last Survey 10-2-1938
 on the Machinery of the Wood, Iron or Steel 1/2 "NIRITOS" (No. of Visits 5)
 Gross 3054 Vessel built at W. Hartlepool By whom W. Gray & Co. Ltd. When 1907.9
 Net 2452 Engines made at ✓ By whom Gen. Mar. Eng. Works When ✓
 Main Boilers 2 Boilers, when made (Main) 1907 (Donkey) ✓
 Owners G. C. Tracoulis Owners' Address Port Thaca Voyage Santos
 Managers ✓ (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock Wilton's 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 Boilers
 Repairs, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 initial of any letters respecting this case. See H. 14-1-38. 20-1-38.
 In 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? ✓

CHARACTER, for Special Survey Date of last Survey and of Periodical Surveys	Years assigned new or expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>+100A1.</u>		<u>L.M.C. 6.37</u>
<u>Anti 6.37.</u>		<u>22.11.38</u>
<u>S.S. No. Ind. No. 3-9.33</u>		<u>CL 6.37</u>

Donkey " " " Yes
 not done, state for what reasons? ✓
 parts of the Boilers could not be thus thoroughly examined? All parts 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? Subject to the DONKEY BOILER not being used.
 Present condition of funnel(s) ✓
 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? Yes To what pressure were they afterwards adjusted under steam? no
 Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? Yes
 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? Yes
 Shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓
 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? ✓

of examination of Screw Shaft 24-12-37 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 still 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 examined and now repaired & good.

old donkey boiler removed, and a boiler ex "Nester" and ex "Chirikof" ex Purline replaced on board. Donkey boiler examined, extension, mountings and fittings found good. Shell plate at top m.o.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 shell, enclosed.

General Observations, Opinion, and Recommendation: The machinery being now as clear as 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 CS 3,34.
As seen in a good condition I am of opinion that the vessel is capable to remain as classed and notation of T.S. since 12-37 and 22-37 when completed.

Damage or Repair Fee (if any) 40.00 Fees applied for 23.29.38
 Expenses (if chargeable) 1.50 Received by me, G. Williams
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRID 18 MAR 1938
+ L.M.C. No. 6.37
M.B. 6.37
D.B.S. 2.38 Subject
 CERTIFICATE WRITTEN
 Lloyd's Register Foundation
 W 65-0096

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

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