

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

(Received at London Office 25 MAR 1932)

Survey Report 21st March 1932 When handed in at Local Office 21st March 1932 Port of Piraeus

Survey held at Piraeus Date, First Survey 3rd March Last Survey 15th March 1932 (No. of Visits - 3 -)

on the Machinery of the Wood, Iron or Steel S.S. "ISLEWORTH"

Gross 4919 Vessel built at Blyth By whom Cowper J. & Co. Ltd When 1928-10-10

Net 3054 Engines made at Stockton By whom Blair & Co. (1926) Ltd When 1928

Boilers, when made (Main) 1928 (Donkey) ✓

Boilers 3 Owners Valglish Steam Shipping Co. Ltd Owners' Address ✓

Boilers re- 160 lbs Managers R. A. Valglish Ltd Port Newcastle Voyage Blyth

Boilers ✓ If Surveyed Afloat or in Dry Dock Piraeus Harbour & 11th 2 Dry Dock Piraeus

Port No. Port

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

CHARACTER: * for Special Survey, Date of last Survey and of Periodical Surveys. Years passed since last survey expired. Machinery and Boiler Surveys (including date of N.B., if any)

EXAM. AFTER GROUNDING. 100 H.P. 1.32. L.M.C. 10.28 T.S. (24) 11.30

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 damage (the cause of which must be stated) should be separated from Repairs due to other causes; and detailed in the body of the report, should be briefly summarized at the end of the report. State also the initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has services for this purpose, and why they were declined? Interim Certificate issued.

Has a report been made by anyone else? If so, by whom? Yes. Surveyor to Salvage Association London.

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

Doney " " " ✓

Has the examination been done, state for what reasons? ✓

Has the examination of the Boilers could not be thus thoroughly examined? ✓

Has 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? ✓

Has the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

Has the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Has the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Has the shaft now been drawn and examined? No 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 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? ✓

Has the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 4/32"

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

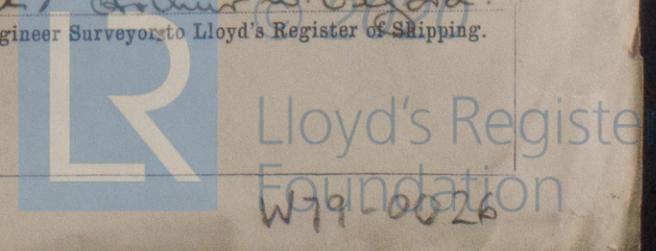
On the 14th day of February 1932 whilst on a ballast voyage from Oran to a Black Sea port, the vessel sustained damage through stranding near Cape Malak, Southern Greece. The vessel was placed in Dry Dock. Propeller, outer end of stern bush and fastenings, connections examined. All main and auxiliary machinery seen working clearly in and out of dry dock. Main tank suction pipe (lead bend) in fore room and a bilge pipe in N^o 3 hold - both repaired and refitted. Bilge arrangements: All bilge and ballast pipes cleared and left in order. Bilge pumps opened out for examination and afterwards reclosed.

Observations, Opinion, and Recommendation: - The machinery of this vessel, in so far as it is concerned, is in order and eligible, in our opinion, to be continued as at present classed in the Register Book, consequent upon this survey, and also 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, 10, F.D., &c.)

Section 28) £ : : Fees applied for 19
or Repair Fee (if any) £ : :
Section 28.) Received by me, 19
Expenses (if chargeable) £ : :

Robert G. Knox TUF 3 MAY 1932 Engineer Surveyor to Lloyd's Register of Shipping.

Surveyor's Minute
Deferred
WED. 12 APR 1932



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