

Ship's Name ~~SS/MS~~ "IONIA" Gross tons 4737

Is there a rpt. 8? Yes. Port Piraeus Rpt. No. 10198

No. of visits 6 First date 4.3.63 Last date 11.4.63

Interim Cert. issued & copy herewith? Yes. Damage rpt. issued & copy herewith? Yes. Last rpt. (H.Q. only)

Date of completing rpt. 11.4.63 Surveyed at, if different from Port above

Is a rpt. 9A attached? No. MN (602) Nature of survey DS, MBS, TS, Dge. & Rprs.

Survey fees	Damage fee	Expenses
TS £ 7.10. 0	£ 5. 0. 0	£ 2.10. 0
MBS 33.15. 0	Stamps 1. 6	
Rprs 10. 0. 0		
Dge. Rprs 8. 0. 0		S.A. fee £ 6. 0. 0

DOCKING

Propeller Good. Sea connections N.E. Oil gland -

Fastenings Good. Wear down of stern bush 1.9 mm.

Has screw/~~shaft~~ shaft been drawn? Yes. Date of examn. 3.4.63

Has shaft been changed? No. Has shaft now fitted been previously used? -

Has shaft now examined/~~examined~~ a continuous liner? Yes. Approved oil gland? -

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG)	MAIN	Fwd. 4.3.63 Good.	
		P & S 14.3.63 Good.	
Air heaters		All Good.	
Superheaters			
Safety valves		All Good.	
Mountings, doors and fastenings		All Good.	
Safety valves adjusted to { Sat Spt		180 lbs./sq.in. (All Blrs).	
Boiler securing arrangements		All Good.	
Main economisers	Exhaust gas heated economisers		
Steam heated steam generators	Steam generator safety valves adjusted to		
Forced circulating pumps		Funnel Good.	
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?	Were oil burning system & remote controls examined in accordance with rules?	Yes-Good.	

I recommend that the machinery of this ship remain as classed with/without fresh record of MBS 4,63 & TS(CL) 4,63, without condition regarding grounding.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

[Signature]
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

WEDNESDAY 12 JUN 1963

As now
TS 4.63
MBS 4.63

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER



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At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY
Total kW or kVA		Total kW or kVA
a Generators		l Generators & governors
b Exciters		
c Air coolers		m Motors
d Motors		
e Air coolers		n Switchboards & fittings
f Control gear cables, etc.		o Circuit breakers
g Insulation resistance		p Cables
h Insulating oil test		q Insulation resistance
i Overspeed governors		r Steering gear generators & motors
j Magnetic couplings		s Navigation light indicators
k Air gap		

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Forward Boiler. Grooving about 8" long found in frontend plate at bottom below centre furnace, veed out and welded, examined on completion and all found satisfactory.

Air heater tubes in all three boilers renewed on account of wastage, examined on completion and all found satisfactory.

The propeller was changed at the request of the owners, the fit of spare propeller on tail shaft was examined and all found satisfactory. The following markings were taken off the propeller now fitted:-
Lloyds 86237 18-6-51.

The crankshaft was re-aligned this time, and all main engine chocks were renewed, along with a number of holding down bolts, alignment checked and all found satisfactory.

Damage stated to have been sustained due to vessel grounding in the Corinth Canal on the 11th August, 1962.

Now done for Damage & Condition of class (SRL No.200)

Propeller and underwater fastenings examined and no apparent damage found.

Auxiliary condenser cleaned of chokages and eleven tubes renewed, examined and tested on completion and all found ~~th~~ tight.

It is therefore submitted that this item be now deleted from the SRL.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept. the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

