

Rpt. 9

Date of writing report 11.3.60  
Survey held at Piraeus

Received London  
No. of visits 4

Port Piraeus No. 8366  
First date 14.1.60 Last date 29.1.60

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 00932 Name M.V. "ALFHEM" now "ANTONIOS V"  
Owners Compania Naviera dell Aegeo S.A Managers Lemos & Pateras Shipbrokers Port of Registry Beirut  
Engines made Cpn. By Burmeister & Wain Type 2 Oil Engines  
No. of Main Engines 2 No. of Screws 2  
No. of Main Boilers - W.P. -  
No. of Aux./Donkey Boilers 1 W.P. 90 lbs.  
Surveyed Afloat or in Dry Dock Both  
Nature of Survey TS(p), DBS, DS.  
Was Damage Report issued? No. Int. Cert.? Yes.  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1	+IMC
with fbd Fitted for carrying oil 2,30 FP above 150° F.	
in DT	
SS(Dr) 12,57	ES CS 12,57
DS 6,59	DBS 1,59
	TS CL p7,56 s6,59

The condition of any of the following items is to be described as "good" only when the part 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 it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; 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.

Yes

Now.

DOCKING Propellers Good. Wear Down of Stern Bushes P Close S 4 m/Oil Glands - Sea Connections -  
Fastenings Good. Has Screwshaft Tubeshaft been drawn? Port Yes Date of Examination 15.1.60 Has Shaft been changed? No  
Has Shaft now fitted been previously used? - Has Shaft now examined/checked continuous liner? Yes. Approved oil gland? No.  
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

- Cyls., Covers, Pistons & Rods
- Valves & Gears
- Connecting Rods, Top Ends & Guides { Side  
Centre
- Crankpins & Bearings { Side  
Centre
- Journals & Bearings

## MAIN ENGINE DRIVEN AIR COMPRESSORS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Coolers & Safety Devices

## MAIN ENGINE DRIVEN SCAVENGE PUMPS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Levers

## SCAVENGE BLOWERS

## SUPERCHARGERS

## MAIN TURBINES

- Casings, Rotors, Blading, Bearings & Thrusts

## EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

## STEAM COMPRESSORS

## CLUTCHES & HYDRAULIC COUPLINGS

## REDUCTION GEARING

## THRUST BLOCKS, SHAFTS & BEARINGS

## INTERMEDIATE SHAFTS & BEARINGS

## HOLDING DOWN BOLTS & CHOCKS

## CONDENSERS (MAIN & AUX.)

## STEAM RE-HEATERS

## DE-SUPERHEATERS

## STOP & MANOEUVRING VALVES

## MAIN ENGINE DRIVEN PUMPS

## CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?  
OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel is eligible in my opinion to remain as now classed in the Register Book with fresh records of T.S.(CL) pl,60, & D.B.S. 1,60 now, subject to the port M.E. No.3 cylinder cover being re-examined by the end of January,1961 (1 year limit).

Date of Committee

Decision

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

TUESDAY 29 MAR 1960

As now, subject  
Port TS 1,60, DBS 1,60

Noted  
for  
Housing

Engineer Surveyor to Lloyd's Register of Shipping

002568-002576-0016



32 Essential Independent Pumps (Identify by position).....

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....

35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....

38 Independent Air Compressors, Coolers & Safety Devices.....

39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....

41 Oil Fuel Tanks (Not forming part of hull structure).....

42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....

44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

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

MAIN..... AUXILIARY, DONKEY or PRESS 22.1.60

Superheaters..... Good.

Safety Valves..... Good.

Mountings, Doors & Fastenings..... 90 lbs./sq.in.

Safety Valves Adjusted to { Sat.....

{ Spt..... Good.

Boiler Securing Arrangements.....

Main Economisers..... Exhaust Gas Heated Economisers.....

Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to.....

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes.....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel Good.

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main..... Auxiliary (over 3 in. bore).....

Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Port stern bush rewooded.

Donkey Boiler safety valves skimmed.

Condition of Class:- The port main engine No.3 cylinder cover was examined in place and as far as could be seen remains efficient and no reports of leaking. However it is submitted that No.3 cylinder cover of the port main engine be re-examined by the end of January, 1961 (1 year limit).

LEAVE THIS SPACE BLANK

Survey fees ...

D.B.S. 10.10.0

TS(p) 10.10.0

Damage fee ...

Late Fees 12.0.0

Expenses... 2.3.6

Stamps 9

Date when A/c rendered 10.3.60

