

Rpt. 9

Date of writing report 5.8.58

Survey held at Piraeus

Received London

No. of visits 2

Port Piraeus

First date 23.7.58

No. 7649
Last date 24.7.58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 57423 S.S. "CORINTHIA"
Owners Hellenic Mediterranean Lines
Engines made by Maats. de Schelde
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 3 SB W.P. 180 lbs.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Drydock
Nature of Survey Dkg. Gen. Exam.
Was Damage Report issued? No. Int. Cert.? Yes.
Last Report (For Head Office only)

Gross tons 3879 Date of build 6-1911

Port of Registry Piraeus

Type T 3Cy.

Records of Survey & Special Notations as per Register Book

ssPir.- 7,53 (Dr) 4,48 1,58	Machinery +LMC 7,53 MBS 5,57 TS OG 6,54N
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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 Not Taken. Oil Glands - Sea Connections Good.

Fastenings Good. Has Screwshaft Tubeshaft been drawn? No. Date of Examination - Has Shaft been changed? -
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side
Centre
4 Crankpins & Bearings Side
Centre
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is eligible in my opinion to remain as now classed in the Register without fresh record of Survey, subject to the Screw Shaft being specially examined by the end of October, 1958.

Date of Committee

Decision

50m, 6, 56. T. (MADE AND PRINTED IN ENGLAND.)

THURSDAY 11 SEP 1958

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register

002639-002646-0116

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		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
a Generators			Generators & Governors Good.
b Exciters			
c Air Coolers			m Motors Good.
d Motors			
e Air Coolers			n Switchboards & Fittings Good.
f Control Gear, Cables, etc.			o Circuit Breakers Good.
g Insulation Resistance			p Cables Good.
h Insulating Oil Test			q Insulation Resistance Good.
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

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

Main Economisers

Steam Heated Steam Generators

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

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

AUXILIARY, DONKEY or PRESS

Exhaust Gas Heated Economisers

Forced Circulating Pumps

Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Were Copper Pipes annealed?

Auxiliary (over 3 in. bore)

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)

The Machinery was generally examined without opening out of any parts.

The Chief Engineer stated that all machinery had been working satisfactorily. Engine log book examined and no record of repairs beyond ordinary wear and tear noted.

The main engine and auxiliaries were examined under working conditions and found satisfactory.

The electrical equipment was generally examined, insulation resistance of all circuits measured and found good.

SRL: Stated by the Chief Engineer that the screw shaft continues satisfactory and it is recommended that the screw shaft be examined by the end of October, 1958.

LEAVE THIS SPACE BLANK

The machinery of this vessel is eligible in my opinion to remain as now classed in the Register without fresh record of survey, subject to the screw shaft being specially examined by the end of October, 1958.

Damage fee

Expenses...

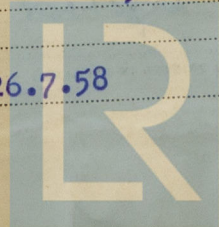
Stamps

15. 0

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Date when A/c rendered

26.7.58



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