

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

24 MAY 1948

Date of writing Report 20.5.48. When handed in at Local Office 20.5.48. Port of PIRAEUS.
 No. in Reg. Book 22045 Survey held at Piraeus. Date. First Survey 18.12.47 Last Survey 15.4.1948.
 on the Machinery of the ~~XXXXXX~~ Steel s.s. "CORINTHIA". (No. of Visits 10)
 Tonnage Gross 3879 Vessel built at Flushing. By whom Kon. Maats. de Schelde. Year. Month. 1911 - 6
 Net 2195 Engines made at Flushing. By whom Maats. de Schelde. When 1911
 Nominal 501 Boilers, when made (Main) 1911 (Donkey)
 Horse Power 3 Owners Hellenic Mediterranean Lines Owners' Address
 No. of Main Boilers 3 Managers Co. Ltd. (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers .. Port Piraeus. Voyage
 Steam Pressure 180 lb. If Surveyed Afloat or in Dry Dock Afloat & Floating Dock,
 in Main Boilers .. (State name of Dock.) Piraeus.

Last Report No. Port

Particulars of Examination and Repairs (if any) *LMC & TS.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

" " Donkey " " " "

If not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

What 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?

State latest date of internal examination of each boiler All boilers 10.4.48.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes.

To what pressure were they afterwards adjusted under steam? 180 lb. per sq. "

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ..

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes.

, and of the Donkey Boilers? ..

Did the Surveyor examine the drain plugs of the Main Boilers? None.

, and of the Donkey Boilers? ..

Did the Surveyor examine all the mountings of the Main Boilers? Yes.

, and of the Donkey Boilers? ..

Has the screw shaft now been drawn and examined? Yes

Has it a continuous liner? No

Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? No If so, state reasons

Has the shaft now fitted been previously used? ..

Has it a continuous liner? ..

Is an approved oil retaining appliance fitted at the after end? ..

State date of examination of Screw Shaft 17.3.48

State the wear down in the stern bush close fit Is electric light Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

Engine parts, when referred to by numbers, should be counted from forward.

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

NOW DONE:

The main engine cylinders, pistons, valves and valve gear, piston and connecting rods, crossheads, guides, bottom end brasses, crank shaft and journals, thrust complete and intermediate shafting and bearings opened up, examined and found or placed in good condition. The main and auxiliary condensers were opened up, cleaned, tested and found or placed in good condition. The attached pumps, feed, bilge and air pumps opened up, examined and found or placed in good condition. The main circulating pump (centrifugal) opened up, examined and found or placed in good condition. The auxiliary circulating pump was overhauled and examined. The independent feed pumps (2) opened up, examined and found or placed in good condition. The ballast, general service pump, sanitary and fresh water pumps were opened up, examined and found or placed in good condition. The fan engines (2) were overhauled and examined throughout. The pumping arrangements were examined complete and found in good order. The windlass engine and steering engine with controls were opened up and found or placed in good condition.

Continued/...

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good condition

(State clearly 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, BS 9.11, B&MS 9.11 *LMC 9.11 or *LMC 140 lb., FD, &c.)

and eligible, in my opinion, to be continued as at present classed in the Register Book with fresh record of *LMC.4.48 and TAILSHAFT SEEN 3.48 (OG).

Survey Fee (per Section 29) LMC. £ 96 0 0 Fees applied for
 Elec. Installation. £ 24 0 0 20.4.1948.
 Special Surveys (per Section 29) TS. £ 0 0 0
 Travelling expenses (if chargeable) £ 3 4 0 Received by me, Paid in
11.5.48 London.

Committee's Minute WED 16 JUN 1948

Assigned + LMC 4.48, without special Cond.
3.48

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.



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s.s. "CORINTHIA".

Dynamo engines (3) opened up, examined and found or placed in good condition.

The electric installation generally examined throughout. The fittings on all main and sub-distribution switchboards and boxes examined and circuits found not to be overfused and the electric cables examined as far as practicable without dismantling. The installation examined and tested under working conditions and the insulation resistance found to be not less than 100.000 ohms. The main steam pipes (steel) and auxiliary steam pipes (steel) over 3" bore were now removed, examined and tested as per Rules and found in good condition.

The vessel was placed on the Floating Dock. The screwshaft was removed, examined and found or placed in good condition. The wear down was taken after repairs and found to be a close fit. The propeller and fastenings were examined and found to be in good condition. The sea connections were now opened up, examined and found or placed in good order.

REPAIRS NOW EFFECTED.

The main engines and auxiliary machinery were overhauled complete and minor repairs effected where necessary.

The main condenser forward door was renewed.

The main circulating pump impeller and shaft were renewed.

2 overboard discharge pipes from ballast pump were renewed.

The screwshaft was found to be slightly scored in way bushes and was now machined.

The inner and outer bushes were remetalled.

BOILER SURVEY:

The Forward Boiler and Port and Starboard Boilers were examined internally and externally with mountings and the safety valves adjusted under steam.

The oil fuel installation was opened up and examined complete with all valves, pipes and deck control gear and found in order. Plant examined under working conditions and found in order. The steam smothering apparatus was seen under working conditions and found in order.

Repairs now effected:

Forward Boiler:- 1 plain tube renewed.

Port Boiler:- 4 combustion chamber stays renewed.

S.R.L. item:

The main high injection valve chest was now renewed complete and it is recommended that this item be deleted.