

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

No. 4961.

22 NOV 1939

(Received at London Office)

Date of writing Report 13th Nov. 1939 When handed in at Local Office 13th Nov. 1939 Port of PIRAEUS
 No. in Survey held at Piraeus Date, First Survey 5/4/39 Last Survey 2/11/39
 Reg. Book. 22782 on the Machinery of the Wood, Iron or Steel Sc. CORINTHIA (No. of Vessels 11)
 Tonnage { Gross 3701 Vessel built at Flushing By whom Km. Maats de Schelde When 1911
 Net 2576 1/2 Engines made at do By whom Maats de Schelde When 1911
 Nominal Horse Power 501 Boilers, when made (Main) 1911 (Donkey)
 No. of Main Boilers 35B Owners Hellenic Coast Lines Co. Ltd. Owners' Address
 No. of Donkey Boilers 1 Managers do (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lbs Port Piraeus Voyage
 in Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Nº Dry Dock & Piraeus Harbour
 (State name of Dock.)

Last Report No. L.M.C. + Particulars of Examination and Repairs (if any) Conversion to oil
 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 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 this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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 main boilers 3/10/39.

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

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

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

Has screw shaft now been drawn and examined? No. Is it fitted with continuous liner?

Has shaft now been changed? If so, state reasons.

Has the shaft now fitted been previously used? Has it a continuous liner?

State date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft close.

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Is electric light and/or power fitted? Yes.

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

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

Now done:- Vessel placed in dry dock examined:- Propellers & all outside fastenings & sea cocks & valves.

Examined, all main engine, cylinders, pistons, slide valves, crank, thrust & tunnel shafting, all pumps & pumping arrangements. Main & auxiliary

condensers examined & tested. Windlass & Steering Engines examined

Main & auxiliary (Steel) steam piping tested in situation to twice the

working pressure. Electrical installation examined & megger tested.

Main boilers all examined internally & externally together with doors,

mountings & fastenings, & safety valves adjusted under steam as above.

General Observations, Opinion, and Recommendation:—The machinery of this vessel as

(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, B.S. 9, 11, B.S.M.S. 9, 11, L.M.C. 9, 11, or CS 3, 34,

now seen is in good & efficient condition & eligible in our opinion to remain

as now classed & to have fresh record of L.M.C. 10, 39. & Fitted for oil

fuel 10, 39. F.P. above 150°F

Survey Fee (per Section 29) L.M.C. & Oil Fuel Instn. £ 40:10:0 Fees applied for

E.L. INSTAL. 6:0:0 7. 11. 1939.

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £ 1:1:0

Received by me, 8/11/1939.

Committee's Minute

Assigned

FRI. 29 DEC 1939

+ Linc 10.39

3 hrs for Oil Fuel 10.39

F.P. above 150°F

CERTIFICATE WRITING

002639-002646-026713

Lloyd's Register

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

No Certificate required? If so, to be sent to YES, PIRAEUS OFFICE.

Lloyd's Register
Foundation

S. S. CORINTHIAL.M.C. REPAIRS.

Two main engine feed pump rams renewed.
 Centrifugal circulating pump lower half impeller casing renewed.
Main Condenser 790 condenser tubes renewed.
Auxiliary Condenser 26 condenser tubes renewed.

BOILERS:-

Forward boiler centre C.C. plating reinforced E.W. in way of local wastage, & 4 C.C. wrapper plate screw stays renewed. Main stop valve, seat, & spindle renewed.

Port boiler centre C.C. plating reinforced E.W. in way of local wastage. One wrapper plate screw stay renewed. Centre furnace reinforced E.W. in way line of fire bars. Main stop valve, seat, & spindle renewed.

Starboard boiler:- Centre furnace, crack on starboard side cut out & built up E.W. Centre furnace built up E.W. in line of fire bars. 6 C.C. screw stays renewed. Centre C.C. plating reinforced E.W. Main stop, valve, seat, & spindle renewed, 2 safety valve lifts renewed.

CONVERSION TO OIL FUEL BURNING

Boilers now converted to oil fuel burning in accordance with approved PLAN N°4 dated 26/7/39.

All oil fuel pressure pipes have been tested to hydraulic pressure of 400 lbs. H" after erection. All oil fuel suction piping has been tested in situ to 50 lbs. H" & found sound & tight.

All oil fuel valves & fittings as mentioned in Messrs Wallsend Shipway Installation Book Contract O.B. 5947 have been tested separately to 400 lbs. H" & also tested after erection.

The steam heating coils & connections of deep tanks & settling tanks have been tested after erection to 350 lbs. H" & found tight.

All deep oil fuel & settling tanks are fitted with low suction valves only, the valves being fitted direct on to bulkheads & suitably controlled by extended spindles & gearing to top of Liddley casing.

A new & independent pump has been installed on starboard side of stokehold to deal with oil fuel gutterways & bilges only.

Wm. for Self & P. J. Balfour.

S. S. CORINTHIA

All oil fuel suction valves are fitted with extended spindles & gearing & can be shut off from the top most deck.

The steam supply valves to oil fuel pumps, & stop valves to steam smothering pipes, are fitted with extended spindles & gearing and are workable from the starboard & leeboard deck alley way. All valves fitted with extended spindles have been tried after erection & found satisfactory.

Two large sand bins have also been installed in the stokehold, & the steam smothering arrangement tested & found in order. The boilers & oil fuel installation have been examined under working conditions & found satisfactory.

RM.