

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

No. 4961.

22 NOV 1939

(Received at London Office)

Date of writing Report 13<sup>th</sup> Nov. 1939 When handed in at Local Office 13<sup>th</sup> Nov. 1939 Port of PIRAEUS

No. in Survey held at Piraeus Date, First Survey 5/4/39 Last Survey 2/1/39  
(No. of Visits 11)

22782 on the Machinery of the Wood, ~~Iron~~ or Steel Sc. CORINTHIA

Tonnage { Gross 3701 Vessel built at Flushing By whom Kon. 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) 1911  
No. of Main Boilers 3SB Owners Hellenic Coast Lines Co. Ltd. Managers ✓

No. of Donkey Boilers ✓ Steam Pressure in Main Boilers 180 lbs if Surveyed Afloat or in Dry Dock Nº Dry Dock & Piraeus Harbour  
(State name of Dock.)

Last Report No. ✓ Port L.M.C. + Conversion to Oil

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 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

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 To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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. Is electric light and/or power fitted? Yes

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

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

How done:- Vessel placed in dry dock examined:- Propeller + 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 situ 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 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

(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.M.E. 9,11, L.M.C. 9,11, or CS 3,34.)

Survey Fee (per Section 29) L.M.C. + Oil Fuel Instn. £ 40:10:0 Fees applied for 7.11.1939  
E.L. INSTAL. 6:0:0

Special Damage or Repair Fee (if any) £ Received by me, 8/11/1939

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

Committee's Minute FRI. 29 DEC 1939

Assigned + L.M.C. 10.39  
3 hrs for Oil Fuel 10.39  
F.P. above 150°F

D. A. Parisis  
W. Mapleson for Self + P. J. Balfour  
Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

Lloyd's Register

Foundation

002639-002646-026713

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

To Certificate required? If so, to be sent to YES. PIRAEUS OFFICE.

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<sup>o</sup> 4 dated 26/7/39.

All oil fuel pressure pipes have been tested to hydraulic pressure of 400 lbs. H<sup>2</sup> after erection. All oil fuel suction piping has been tested in situ to 50 lbs. H<sup>2</sup> + 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<sup>2</sup> + also tested after erection.

The steam heating coils + connections of deep tanks + settling tanks have been tested after erection to 350 lbs. H<sup>2</sup> + 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.

W.M. 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.

PRM.