

Rpt. 9

Date of writing report 5.12.61
Survey held at Piraeus

Received London
No. of visits 8

Port Piraeus
First date 2.10.61
Last date 20.11.61
No. 9332

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 41659 S.S. Name "CAPETAN MANOLIS" Gross tons 4012 Date of build 1924-12
Owners A.Sigalas & Platis Bros. Managers - Port of Registry Beirut
Engines made Sld. By Richardsons, Westgarth Type T 30y.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2SB W.P. 180 lbs.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both
Nature of Survey DS, ES, MBS, TS, SPS.
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		+LMC	
Dr	2,47	ES	11,55
SS	11,55	MBS	4,59
DS	2,60	TS CL	2,60

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.

DOCKING Propellers Good. Wear Down of Stern Bushes Rewooded Oil Glands - Sea Connections Good.
Fastenings Good. Has Screwshaft/Tubeshaft been drawn? Yes. Date of Examination 4.11.61 Has Shaft been changed? No.
Has Shaft now fitted been previously used? - Has Shaft now examined fitted a continuous liner? Yes. Approved oil gland? No.

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
1 Cyls., Covers, Pistons & Rods HP, MP, LP All Good.
2 Valves & Gears HP, MP, LP All Good.
3 Connecting Rods, Top Ends & Guides Side HP, MP, LP All Good.
Centre
4 Crankpins & Bearings Side HP, MP, LP All Good.
Centre
5 Journals & Bearings All Good.

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

SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Castings, 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 Good.

24 INTERMEDIATE SHAFTS & BEARINGS Good.

25 HOLDING DOWN BOLTS & CHOCKS Good.

26 CONDENSERS (MAIN & AUX.) Good.

27 STEAM REHEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES Good.

30 MAIN ENGINE DRIVEN PUMPS All Good.

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes.

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 record of E.S. 11,61, M.B.S. 11,61, T.S.(CL) 11,61, & S.P.S. 11,61.

THURSDAY 15 FEB 1962

Date of Committee
Decision AS now without Spl. can.
KS. 11.61 MBS. 11.61
TS. 11.61 SPS. 11.61

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

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

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

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

38 Independent Air Compressors, Coolers & Safety Devices -

39 Air Receivers & Safety Devices—Main none 2/2/62 40 Auxiliary

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

42 Evaporators Have Evaporator Safety Valves been tested under steam?

43 Steering Machinery Good. 45 Windlass Good. 46 Fire Extinguishing Arrangements Good.

AUXILIARY ENGINES (Identify by position) S.S. In. & Out. Generator Engines Good.

PROPULSION	PORT	STARBOARD	ELECTRICAL EQUIPMENT	AUXILIARY EQUIPMENT
a Generators				l Generators & Governors Good.
b Exciters				m Motors Good.
c Air Coolers				n Switchboards & Fittings Good.
d Motors				o Circuit Breakers Good.
e Air Coolers				p Cables Good.
f Control Gear, Cables, etc.				q Insulation Resistance Good.
g Insulation Resistance				r Steering Gear Generators and Motors -
h Insulating Oil Test				s Navigation Light Indicators 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 Port 5.10.61 Stbd. 16.10.61 Scotch Blrs. Good. AUXILIARY, DONKEY & PRESS

Superheaters -

Safety Valves Good.

Mountings, Doors & Fastenings Good.

Safety Valves Adjusted to { Sat. 180 lbs./sq. in. { Spdx

Boiler Securing Arrangements Good.

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 Good Forced Circulating Pumps -

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 Steel tested 2 x WP Auxiliary (over 3 in. bore) none.

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)

Wear & Tear Repairs

Upper half of the No. 3 main bearing retailed.

HP & MP bottom end bearings retailed.

Main thrust 1 collar retailed.

Main Condenser:- Approx. 50 plugged tubes renewed, and approx. 90 broken ferrules renewed.

Condenser tested on completion of repairs and found good.

Aux. Condenser:- All tubes removed, cleaned and refitted, approx. 50% of ferrules renewed.

Condenser tested on completion of repairs and found good.

All other pumps overhauled and piston rings renewed, valve gears adjusted and suction delivery valves renewed as necessary.

On completion of repairs all main and auxiliary machinery was tested under working conditions and found satisfactory.

Cont/....

Survey fees ES £ 69. 0. 0

MBS 24. 0. 0

TS 10.10. 0

SPS 10. 0. 0

Damage fee ...

Elect. Inst. 22.10. 0

Expenses... 2.13. 0

Repairs 20. 0. 0

Date when A/c rendered 13.12.61

10 DEC 1961

on the S.S./M.S. "CAPETAN MANOLIS"

Tail Shaft:- The tail shaft was drawn in and due to excessive clearance the stern tube bearing was rewooded.

Main Boilers:-

Port boiler all back combustion chamber stays below the 6th row from the top renewed. All side stays upper 2 rows and lower 3 rows renewed due to wastage. Inboard furnace back combustion plate buckled at the lower end now cropped and part renewed. 8 smoke tubes now renewed.

Lower manhole landings faced and doors refitted.

On completion of the above repairs the boiler was hydro tested and found satisfactory then examined under full head of steam and found satisfactory.

Stbd. Main Boiler 50 smoke tubes renewed.

3 rows of lower and back and side stays on all combustion chambers renewed.

Manhole door seatings faced and doors refitted.

On completion of repairs the boiler was hydro tested and then examined under working conditions and found satisfactory.

See London's letter dated 27.9.61.

The forward end plate in way of the lower main stays in the port and stbd. boilers were specially examined at this time found slightly grooved. The plating was considered satisfactory meanwhile and it is submitted that this blemish be noted in the SRL Appendix to be examined at the next boiler survey.

EFB



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