3 MAR 1960

Rpt. 9

Date of writing report 6/2/60 Received London ..... Port SINGAPORE. No. 13791

Survey held at SINGAPORE No. of visits 9 First date 16/1/60 Last date 5/2/60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 08562 Name ~~S.S. XXX~~ S.S. "DIMITRIOS A. KYDONIEFS" Gross tons 4862 Date of build 11-1926

Owners N.A.KYDONIEFS Managers - Port of Registry ANDROS

Engines made 11-1926 By J. READHEAD & SONS LTD. Type T 3Cy.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 3SB W.P. 180 lb.

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Damage, Repairs & Part MBS

Was Damage Report issued? Yes Int. Cert.? Yes

Last Report (*For Head Office only*)

Records of Survey & Special Notations as per Register Book

Hull		*Machinery*	
+100A1 with freeboard.		+LMC	3/54
		MBS	6/59
Dkg.	6/59	TSCL	6/59
SS (Dr)	3/51 5/55	SPS	3/54
	OF		

Yes

Now

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 ..... Wear Down of Stern Bushes ..... Oil Glands ..... Sea Connections .....

Fastenings ..... Has Screwshaft Tubeshaft been drawn? ..... 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*		
3 Connecting Rods, Top Ends & Guides — *Centre*		
4 Crankpins & Bearings — *Side*		
4 Crankpins & Bearings — *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 & MANŒUVRING VALVES		
30 MAIN ENGINE DRIVEN PUMPS		
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES		

Have Main Engines been tested working and manœuvring? No

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship, so far as now seen, is in safe working condition and eligible in my opinion, to remain as Classed with fresh record of MBS 2/60 when the survey has been completed subject to Main Engine attached air pump being re-examined by end of March 1960 (2 mos limit) and subject to any other conditions at present attached to the vessel's Class being dealt with as previously recommended.

Date of Committee THURSDAY 31 MAR 1960

Decision Deferred for ES (Subject)

40m,4,57. T. (MADE AND PRINTED IN ENGLAND.)

Engineer Surveyor to Lloyd's Register of Shipping

Has a Survey also been held on Ship?

If so, is the Report sent now, or when will it be sent?

If certificate is required, state where to be sent.

9. 13791.

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

PROPULSION	PORT	STARBOARD
a Generators		
b Exciters		
c Air Coolers		
d Motors		
e Air Coolers		
f Control Gear, Cables, etc.		
g Insulation Resistance		
h Insulating Oil Test		
i Overspeed Governors		
j Magnetic Couplings		
k Air Gap		

AUXILIARY EQUIPMENT

l Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

BOILERS OPENED UP & EXAMINED (*Identify by position and state latest date of internal examination of each boiler*)

MAIN Port 22-1-60 Centre 25-1-60 Starboard 22-1-60 AUXILIARY, DONKEY or PRESS

Superheaters None fitted

Safety Valves All Good

Mountings, Doors & Fastenings All Good

Safety Valves Adjusted to Sat. Port and Centre - 170 lbs (at Owners request)
Spt.

Boiler Securing Arrangements All 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? No Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? None fitted Funnel Good.

EXAMINATION & TESTING OF STEAM PIPES (*State material*)

Main Auxiliary (over 3 in. bore)

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*)

Damage stated to have been caused by failure of Main Engine attached air pump bucket and chamber on 21st December, 1959, whilst the vessel was at sea on voyage from Colombo to Singapore.

It is stated cabled instructions from the Owners regarding a temporary repair to attached air pump were effected by the Ship's staff to enable ship to proceed on voyage, but these repairs failed completely on the 23rd December, 1959. The nature of the defect made it impossible for the ship to proceed under her own power and the Master immediately cabled for assistance. From the ship's Official Log Book entries, it was noted towage by tug commenced on the 29th December, 1959, and the ship proceeded to Penang, where it was hoped, repairs could be effected. Upon arrival at Penang on the 8th January, 1960, and subsequent examination of defects, it is stated it was considered impracticable to effect permanent repairs at that Port, and so, the vessel was towed to Singapore, where she arrived on the 14th January, 1960.

Upon examination of the Main Engine attached air pump (Edward old type), the base of the pump chamber was found completely

Cont. Sheet 2.

LEAVE THIS SPACE BLANK

Survey fees Part MBS $360
Damage Rpt. $200
Repairs $300

Damage fee ...

Expenses... ... $ 20
Sunday Att. $ 80

Date when A/c rendered 18/2/60

13 MAR 1960

"DIMITRIOS A. KYDONIEFS"

broken away at the bottom inspection cover. The bucket ring was intact, but the bucket itself was found partially broken away and it is considered this was the initial failure, the broken section being forced through the bottom of the chamber on the downstroke of bucket. As a result of this defect, and on account of the feed water system employed an early Weir's "Closed Feed" system, it would be extremely difficult for the ship to proceed under her own power, and it is considered towage assistance was justified. The Owners requested a Special Damage Report in respect of towage expenses only.

The Main and Auxiliary machinery, no doubt on account of the age of the ship and the staff's knowledge that the ship was proceeding to the Shipbreakers, was found to be in need of general overhaul and several items, as listed below, were recommended for repair. Also, in generally examining the machinery, it was noted that all boilers gave indications of serious salt contamination and the Owners Representative was requested to open the boilers for examination.

Now Done for damage - Main Engine attached air pump completely dismantled, new cast iron bucket fitted and all valves completely overhauled. Base of chamber machined true and new cast iron section made and machined to form spigoted connection with flange, the section being secured to base by a requisite number of studs through flange. On completion of repair, air pump was examined under working conditions and considered satisfactory, but it is submitted the air pump be again examined by end of March, 1960 (2 mos limit).

Wear and tear repairs.

Forward and Aft Feed Pumps - Both pumps completely overhauled including valve gear, new piston and bucket rings fitted.

Circulating Pump Engine - Engine completely overhauled, piston rings renewed.

Ballast Pump - Completely overhauled including valve gear, piston and bucket rings renewed.

General Service Pump - Completely overhauled including valve gear, piston and bucket rings renewed. Suction and discharge valve chest wasted internally and small hole apparent at one section. Small patch doubler now securely fitted externally over holed section and found satisfactory under working conditions.

Main Boilers - On opening out, all boilers were found to have severe salt deposit at bottom and the following repairs effected to each boiler. All furnaces calibrated and results considered satisfactory.

Port Boiler - Main stop valve seat slack, now renewed. Severe corrosion pitting on outboard side of outboard furnace in way of line of fire bars cleaned out and built up with electric welding. A total of 2 severely leaking plain tubes fitted with efficient tube stoppers. Approximately 40 leaking plain tubes and 25 stay tubes expanded and caulked and made tight.

Centre Boiler - Main stop valve seat slack, now renewed. A total of 2 severely leaking plain tubes fitted with efficient tube stoppers. A total of 4 broken combustion chamber back stays renewed. Approximately 20 leaking plain tubes and 10 stay tubes expanded and caulked and made tight.

Cont. Sheet 3.

20m.6,56. T. (MADE AND PRINTED IN ENGLAND.)

"DIMITRIOS A. KYDONIEFS"

Starboard Boiler - Main stop valve seat slack, now renewed. A total of 3 severely leaking plain tubes renewed and 5 fitted with efficient tube stoppers. A total of 4 severely wasted combustion chamber partition stays renewed. Severe corrosion pitting on outboard side of outboard furnace, in way of line of fire bars, cleaned out and built up with electric welding. Tube plate, in way of outboard bridle stay, severely wasted, now built up with electric welding. Approximately 70 leaking plain tubes and 20 stay tubes expanded and caulked and made tight.

On completion of repairs, all boilers hydraulically tested and found tight.

The Port and Centre boilers were subsequently examined under steam and their safety valves adjusted, but time did not permit the Starboard boiler being examined under steam .

The Owners Representative states that, since the vessel is proceeding to Hong Kong via a North China Port for breaking up, a new Main Boiler Survey date is not required, but consequent to the examination now carried out, it is submitted a record of MBS 2/60 be assigned when the survey has been completed.

To complete the Main Boiler Survey, the Starboard boiler remains to be examined under steam and its safety valves adjusted and the oil burning arrangements and remote controls remain to be examined under working conditions.

As a result of the amount of salt deposit found in all boilers, the Main Engine H.P. valve and piston covers were removed for examination of chamber and cylinder respectively on account of possible carry-over from boilers and were both found satisfactory.

S.R.L. No. 173

"Stern tube unit to be re-examined at Special Survey or by 5/60 (11 months limit)."

Nothing done at this time.