

-5 FEB. 1962

Rpt. 9

Date of writing report 1.2.62
Survey held at Piraeus

Received London
No. of visits 2

Port Piraeus No. 9401
First date 13.12.61 Last date 22.12.61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 02976 Name S.S. "AVLIS"
Owners Avlis Shipping Co.S.A. Managers -
Engines made Milwaukee By Allis-Chalmers MfgCo. Type T 3 Cy
Gross tons 3275 Date of build 1921 - 2
Port of Registry Piraeus
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2SB W.P. 220 lb.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Drydock
Nature of Survey Dge.
Was Damage Report issued? Yes Int. Cert.? Yes.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

	Hull BS	Machinery MBS
SS (Dr)	11,57	ES 11,57
DS	7,61	MBS 4,61
		TS CL 6,60
		SPS 11,57

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 Centre
4 Crankpins & Bearings Side 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

SCAVENGE BLOWERS

16 SCAVENGE BLOWERS

MAIN TURBINES

17 SUPERCHARGERS
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 & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel is eligible in my opinion to remain as now classed in the Register Book without fresh record of survey, subject to the steering gear, propeller and tail shaft being examined and dealt with as necessary before the vessel is recommissioned.

Date of Committee MONDAY 26 FEB 1962
Decision Deferred

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..... 40 Auxiliary.....

39 Air Receivers & Safety Devices—Main.....

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	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			
e Air Coolers			n Switchboards & Fittings
f Control Gear, Cables, etc.			o Circuit Breakers
g Insulation Resistance			p Cables
h Insulating Oil Test			q Insulation Resistance
i Overspeed Governors			r Steering Gear Generators and Motors
j Magnetic Couplings			s Navigation Light Indicators
k Air Gap			

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

MAIN..... AUXILIARY, DONKEY or PRESS.....

Superheaters.....

Safety Valves.....

Mountings, Doors & Fastenings.....

Safety Valves Adjusted to { Sat..... Spt.....

Boiler Securing Arrangements..... Exhaust Gas Heated Economisers.....

Main Economisers..... Steam Generator Safety Valves Adjusted to.....

Steam Heated Steam Generators..... Forced Circulating Pumps.....

Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Funnel.....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?.....

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 Survey

Heavy weather on loaded passage from Rotterdam to Piraeus on the 5th November, 1961.

FOUND:

Steering gear stated heavily strained.

Propeller and tail shaft.

5 bladed cast iron propeller all blades broken at varying lengths (average 1/3 from root).

It was further stated that during the period of the above casualty the main engine suffered greatly by racing and also that the engine pumps were working constantly pumping out the bilges.

It is therefore recommended that the main engine, holding down bolts, engine driven pumps, thrust and intermediate shafting, seatings and bearing and the bilge and ballast pumps be opened up for examination and damage, if any, be repaired as necessary.

It is submitted that all the above repairs be dealt with before the vessel is recommissioned.

LEAVE THIS SPACE BLANK

Survey fees ...
Dge.Rpt. £ 15. 0. 0
Stamps 3. 6

Class. Damage fee ... 15. 0. 0
S.A.F. 6. 0. 0
Expenses... 1. 0. 0

Date when A/c rendered 1.2.62

© 2020

Lloyd's Register Foundation