

Rpt. 9

Date of writing report July 27. 1962 Received London NEW YORK Port NEW YORK No. 61184  
 Survey held at SAN JUAN, PUERTO RICO No. of visits 1 First date 9.4.62 Last date 13.4.62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 22331 Name M.V. MICHALAKIS Gross tons 7.27 Date of build 1934-1  
 Owners M. A. KARAGEORGIS Managers - Port of Registry PIRAEUS  
 Engines made KIEL By DEUTSCHE WERKE A.G. Type OIL ENGINES  
 No. of Main Engines 2 No. of Screws 2  
 No. of Main Boilers - W.P. -  
 No. of Aux./Donkey Boilers 2 W.P. 100 lbs.  
 Surveyed Afloat or in Dry Dock APL-AT  
 Nature of Survey DAMAGE  
 Was Damage Report issued? No Int. Cert.? No  
 Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100 A.I.	+ 470 C.S. 3.58
With freshwater.	DBS 1.62
DS 2.61	CL p. 2.41
SS (Dr) 3.58	S. 4.60 J.
	20 L ENGINES

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 .....  
 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 & MANOEUVRING VALVES .....  
 30 MAIN ENGINE DRIVEN PUMPS .....  
 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES ..... Have Main Engines been tested working and manoeuvring? No

OPINION OF MACHINERY AND RECOMMENDATIONS  
This report is submitted for the information of the Committee  
(Ship is still laid up in Puerto Rico in a fire damaged condition)

Date of Committee NEW YORK  
 Decision See minutes on Rpt 8.



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)

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	PORT	AUXILIARY EQUIPMENT
a Generators		1 Generators & Governors	
b Exciters		m Motors	
c Air Coolers		n Switchboards & Fittings	
d Motors		o Circuit Breakers	
e Air Coolers		p Cables	
f Control Gear, Cables, etc.		q Insulation Resistance	
g Insulation Resistance		r Steering Gear Generators and Motors	
h Insulating Oil Test		s Navigation Light Indicators	
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 AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.  
Spt.

Boiler Securing Arrangements

Main Economisers

Exhaust Gas Heated Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

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

States to have been caused by failure of the lubricating oil pump during a fire on board in the vicinity of No. 1 Hold - for further particulars see Report 8.

Now Done

The port and starboard main engines turned by hand whilst the ship lying afloat and the following defects noted:-

Port main engine

No. 2 & 5 bottom ends opened up and the whole of the top halves found badly broken and several pieces missing.

Withdrew opening up, evidence existed, from visual examination in place, of broken whole of No. 1, 3 & 4 bottom ends, and also in crosshead bearings.

(See Continuation)

Survey fees

Damage fee

Expenses...

Date when A/c rendered

Rpt. 9a.

Port of

New York.

Machinery Continuation of Report No.

61184

dated

July 27, 1962

on the

M.V. MICHALAKIS

Withdrew opening up, evidence also existed, from visual examination, of squeezed whole of No. 1, 3 & 4 bottom ends, and also in crosshead bearings.

Starboard main engine

No. 2 & 5 bottom ends opened up and the whole of the top halves found badly broken and several pieces missing.

No. 1, 3 & 4 crosshead after bearing opened up and top half found discoloured, bottom half not removed but evidence found of squeezed and metal.

Withdrew opening up, evidence existed, from visual examination in place, of broken whole of No. 1, 3 & 4 bottom ends, and also in crosshead bearings.

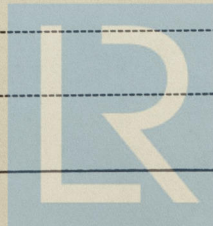
It was accordingly recommended that all main bearings, bottom end bearings, crosshead bearings be opened up on both the port and starboard engines for examination and necessary incidental repairs.

The owner intended that a further survey would be held on completion of discharge of fire damaged cargo, but due to the extensive nature of the hull repairs, it is understood the ship has since been declared a C.T.L. and is still laid up in San Juan, Puerto Rico.

Latest reports seem to indicate that the ship may have been sold, but as no definite arrangements have been made, this report is being submitted for the information of the Committee.

27/7/62

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