

Rpt. 9

Date of writing report 14-1-60.
Survey held at Tromsø.

WRECK
SECTION

No. Received London
No. of visits 11

Port Narvik. No. 411.
First date 3-12-59 Last date 15-12-59.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 25092 Name M.V. "Panaghia" Gross tons 4494 Date of build 4-1926
Owners Oliscal Cia. De Nav. Ltda. Managers - Port of Registry Puerto Limon
Engines made 1926 By Burmeister & Wain Type 2 oil engines 4SA each 6 Cy. 550x1000 mm.
No. of Main Engines 2 No. of Screws 2 Records of Survey & Special Notations as per Register Book
No. of Main Boilers - W.P. -
No. of Donkey Boilers 1 W.P. 120 lb.
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Damage (M)
Was Damage Report issued? No Int. Cert.? Yes.
Last Report (For Head Office only)

Hull	Machinery
+ 100 Al with freeboard.	+ LMC
12/58	CS 3/56
S.S. 12/54	DBS 12/58
(Dr) 4/48	TS (CL) p&s 1/56N

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, Side
Top Ends & Guides Centre
4 Crankpins & Bearings, Side
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

SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery so far as now seen is in good condition and in my opinion eligible to remain as Classed in the Register Book without fresh record of Survey, subject to lift auxiliary generator engine, port side, being used only as stand by engine and repaired and completely overhauled on arrival Greece from present voyage, and also subject to other conditions at present attached to the machinery's class being dealt with as previously recommended.

Date of Committee

Decision

656. T. (MADE AND PRINTED IN ENGLAND.)

P. Berg Rolness.
2nd Surveyor.

Engineer Surveyor to Lloyd's Register of Shipping
Alf Jacobsen.

Noted
for
Header

003824-003831-0083 1/2

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		AUXILIARY EQUIPMENT
a Generators			1 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

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?

Forced Circulating Pumps

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

Funnel

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: At request of the Master attended the ship on account of damage to aft aux. oil generator engine, port side, stated to have occurred on the 27th November, 1959 whilst on voyage Arkangelsk - Salonica, Greece. It is alleged that the two piston pin screws in way of no. 6 piston have broken, and the piston subsequently loosened from the connecting rod.

Now found:- No. 6 cyl. liner, cover, piston & rod, top & bottom ends complete damaged. The bottom of the cooling jacket in way and side of the block casing found smashed out and no. 6 crank pin scorn. No. 1 cyl. cover and piston complete damaged (The two exhaust valves and one inlet valve had broken and started hammering the piston crown. Nos. 3 & 5 pistons found partly defect in way of the ring grooves. The drive shaft of attached sea & salt water cooling pumps found bent.

As not sufficient spare parts available onboard, and for not delaying the ship (the owners stated delivery time of spare parts at least 1 month), it was recommended to repair the defect parts and run the engine at 5 cylinders.

The main bearings and Journals in way of no. 6 cylinder were examined and found in order. Crankshaft alignment was checked and found efficient in the meantime. Defect ring grooves in way of nos. 3 & 5 pistons (aluminium)

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Survey fees	...
Damage fee	kr. 750,-
Expenses...	" 475,-
2nd Surveyor	" 250,-
Date when A/c rendered	18/1/60

Rpt. Contr. Sheet 1.

Port of Narvik.

Continuation of ~~SSK~~/Mchy. Report No. 411.

dated 14-1-60.

on the ~~SS~~/M.S. "Panaghia".

built up by welding and new ring grooves worked. Nos. 1 cyl. cover and piston replaced by spares. A crack found in way of the skirt of the spare piston, was veed and welded. New driving shaft with bearings for the fresh and sea water cooling pumps was fitted. No. 6 cyl. was blanked off and block casing in way repaired as far as possible. All bolts and screws in way of top and bottom ends examined and found in order. Also a number of minor defects now repaired. The insulation of 9 windings of the rotor repair partly. The generator was megg-tested and found satisfactorily. After several tests, repacking of covers and adjusting of fuel pump and delivery valves, the motor found running satisfactorily loaded with 300 amps, covering required amps for driving one starting air compressor, steering engine, lubricating oil and cooling water pumps. The remainder aux. generator engine (Lister, 100 kw) was generally examined and found in order, the engineers also examined one crank bearing and stated good. The engine was loadtested with 350 - 380 amps and found satisfactorily. The two sets were also tested running parallel and found in order. For emergency the ship has one generator set (15 kw- 68 amps) for the lighting. This set was also tested and found in order. The Aft auxiliary generator engine, port side, was found efficient in the meantime, but recommended used only as stand by engine and repaired and completely overhauled on arrival Greece from present voyage.

4 visits carried out by 2nd Surveyor, Mr. P. Berg Rolness, Tromsø.

Def. Jan. 1960.

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