

9. 411.

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

on the S.S./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 megged 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.

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