

Rpt. 9A REPORT OF MACHINERY SURVEYS AND REPAIRS (ENGINES AND AUXILIARIES)

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London  
30. SEP. 1965

Ship's Name MS "E. MYRTIDIOTISSA" LR. 518025.

Gross tons 5103 Port of Registry Beirut Port CARDIFF.

Date of build 5-1935 Is there a rpt. 8? Yes Rpt. No. 62806

No. of visits 5 First date 8.9.65. Last date 20.9.65.

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only)

Date of completing rpt. 29/9/65

Surveyed at, if different from Port above -

Is a rpt. 9B attached? No MN 360 Nature of survey CSM, Damage.

Survey fees Damage fee Expenses

£20-0-0

S.A. fee -

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

All Main Engine Side Rod Glands Good.  
1 Cyls., covers, pistons & rods No.1 Good.  
Transverse Beams and Bottle Guides No.1 Good.  
2 Valves & gears No.1 Good.  
3 Con. rods, cross-heads, bearings & guides centre Side  
4 Crankpins & bearings centre Side  
5 Journals & bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers, pistons & rods 7 Con. rods, cross-heads & bearings  
8 Crankpins & bearings 9 Journals & bearings  
10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers, pistons & rods 12 Con. rods, cross-heads & bearings  
13 Crankpins & bearings 14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

15 Casings, rotors, blading, bearings & thrusts 16 Levers

17 Reduction gearing 18 Scavenge blowers 19 Superchargers

I recommend that the machinery of this ship remain as classed with ~~without~~ fresh record of CSM (with date) when the survey has been completed subject to the windlass gypsies, main gear wheel and pinion being renewed by 10.65 as previously recommended and to any outstanding conditionsof class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee THURSDAY 14 OCT 1965

Minute

Surveyor to Lloyd's Register of Shipping

(E.H. Barth)

ALSO FOR

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NOTED BY

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HEADER

CERT

004068-004075-0223 1/2

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

considered that re-examination or repairs should be made before that date a distinguishing mark (thrust) should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is



Exhaust steam turbines (with recip. eng.)	20	Thrust blocks shafts & bearings	21	Good	
Steam compressors	22	Intermediate shafts & bearings	23		
Clutches & hydraulic couplings	24	Condensers (main & aux.)	25	(tested) Good.	
Steam re-heaters	26	Air ejectors (main & aux.)	27		
De-superheaters	28	Forced &/or induced draught fans	29		
Stop & manoeuvring valves	30	Holding down bolts & chocks	31	Good	32 Detuner or vibration damper
Main engine driven pumps	33				

State  
Port P. or  
Starboard S.

Crankcase doors & explosion relief devices	34	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)	35		
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36 Essential independent pumps

Bilge, ballast & oil fuel suction lines, fittings & controls	37	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?	38		
Fresh water coolers	39	Lub. oil coolers	40		
Heaters (state service)	41	Feed water filters	42		
Auxiliary air receivers & safety devices	43	Starting air pipes	44		
Main air receivers & safety devices	45				
Independent air compressors coolers & safety devices	46				
Oil fuel tanks (not forming part of the hull structure)	47				
Have all evaporators safety valves been tested under steam?	48	Evaporators HP & LP	49	Distillers	50
Fire extinguishing arrangements	51	Steering machinery	52	Windlass	53

Identify  
by  
position

## AUXILIARY ENGINES

## PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Condition of Class. It was stated by the Owners Representative that delivery of the gypsies, main gear wheel and pinion for the windlass could not be obtained at this time.

The windlass was examined and found to remain efficient meantime. It is recommended that the condition of class be retained. See also Report 8.

Damage It was stated that due to heavy weather the ship developed a 14° list to port on 25th August, 1965. The Chief Engineer reported that on subsequent running of the main engine the side rod glands were found to be warm and that the lub. oil temperature had risen slightly.

The following items have now been examined and were found satisfactory.

No.1 main engine unit, all main engine side rod glands, main thrust block shaft and bearings, main engine holding down bolts and chocks and auxiliary condenser tested.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.

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Rpt: 9A (cont.)

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LR. 518025.

Port CARDIFF.

Rpt. No. 62806

It was requested by the Owners' Representative that the items opened up and examined for damage be credited for continuous survey of machinery.

Wear and Tear.

Mild steel auxiliary condenser inspection door excessively wasted now satisfactorily renewed.

At the request of the Owners' a new scraper box and rings have been fitted on the bottom of No.1 main engine cylinder.

It was stated that the scraper box was fitted in preparation for conversion to heavy oil burning. This conversion will be carried out at the earliest opportunity.

NOTE.

It was stated by the Owners' Representative that the Auxiliary boiler survey, tailshaft survey and steam pipe survey would be carried out in dry dock in approximately three months time.

*E.H. Barlin*



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