

-2. DEC. 1966

Ship's Name ~~SS~~MS "MANEGINA II" Port Naples
 Processing Number: LR 540677 Gross tons 11276 Rpt. No. 8782
 Port of Registry Piraeus Date of build 1953-4 Is there a rpt. 8? yes
 No. of visits three First date 4/9/66 Last date 6/9/66
 Interim Cert. issued & copy herewith? yes Damage rpt. issued and copy herewith? yes Last rpt. (H.Q. only) follows
 Date of completing rpt. 21/10/66 Surveyed at, if different from Port above -
 Is a rpt. 9B attached? no MN Nature of survey
 Survey fees Damage fee Lit. 44.000 Expenses see Rpt. 8
 S.A. fee Lit. 8.250

MAIN ENGINES, ~~PROP. SYSTEM OR~~ I.C. (State Port—P or Starboard—S)

- 1 Cyls., covers, pistons, rods, valves & gears
- 2 Con. rods, crossheads, bearings & guides Side
- 3 Crankpins (incl. eccentrics) & bearings Side
- 4 Crankshaft journals & bearings Centre
- 5 Detuner or vibration damper

MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

- 6 Cyls., covers, pistons & rods
- 7 Con. rods, crossheads, bearings & guides
- 8 Crankpins & bearings
- 9 Journals & bearings
- 10 Levers, links & bearings
- 11 Coolers & safety devices
- 12 Scavenge blowers & superchargers
- 13 Air coolers
- 14 Crankcase & scavenge doors & explosion relief devices

MAIN TURBINES

- 15 Casings, rotors, blading, bearings, thrusts & couplings
- 16 Astern turbine

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship and are in all respects satisfactory for the service on which the ship is intended to ply, namely, International voyages/voyages within the limits

(The above declaration applies to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

I recommend that the machinery of this ship remain as classed with/without fresh record of survey subject to main engine intermediate shafts, bearings, tailshafts, propeller, stern tube and all auxiliary machineries and coolers operating at the time of the refloating efforts to be specially examined and dealt with as found necessary on the ship's arrival to a Spanish port where the ship is now bound and subject to any other outstanding condition of 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).

(S. Follo)

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

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are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship

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 re-examination or repairs should be made before

MAIN REDUCTION GEARING

17 Pinions & wheels	18 Shafts, bearings & couplings
19 Exhaust steam turbines (with recip. eng.)	20 Thrust blocks, shafts & bearings
21 M.E. steam compressors	22 Intermediate shafts & bearings
23 Clutches & hydraulic couplings	24 Steam re-heaters
25 De-superheaters	26 Forced &/or induced draught fans
27 Stop & manoeuvring valves	28 Holding down bolts & chocks
29 Main engine driven pumps (Including fuel injection)	
30 Condensers (main & aux.)	31 Air ejectors (main & aux.)
32 Have main engines been examined working & manoeuvring?	
33 Essential independent pumps	
34 Bilge, ballast & oil fuel suction lines, fittings & controls	35 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?
36 Fresh water coolers	37 Lub. oil coolers
38 Heaters & safety devices including de-aerator (state service)	39 Pressure feed water filters
40 Auxiliary air receivers & safety devices	41 Starting air pipes
42 Main air receivers & safety devices	
43 Independent air compressors, coolers & safety devices	44 Oil fuel tanks (not forming part of the hull structure)
45 Have all evaporators safety valves been tested under steam?	46 Evaporators
48 Steering machinery	49 Windlass
	47 Distillers
	50 Machinery spare gear

State Port P. or Starboard S.

Identify by position

AUXILIARY ENGINES

DOCKING

Propeller	Sea connections	Oil gland
Fastenings & gratings		Clearance in stern bush (If relined state clearance before & after)
Has screw/tube shaft been drawn?		Date of examining shaft & condition
Has shaft been changed?		Has shaft now fitted been previously used?
Has shaft now examined/fitted a continuous liner?		Approved oil gland

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

(Please see continuation sheet)



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State whether continuation sheet attached

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 for 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 be reported above.

Lloyd's Register Foundation

Ship's Name SS/MS "MANEGINA II"

Port Maples

Rpt. No. 8782

= Damage stated to have been sustained by grounding at Jazirat Farur, on the 27th July 1966 and subsequently for refloating operations.

Upon examination in drydock the following items might be considered as part of the damage:

- Main Engine: - Crankshaft alignment to be checked and bearings adjusted as found necessary after examination of the shaft.
- Holding down bolts disturbed and loosened to be examined and tightened as found necessary.
 - Bedplate fractured in way of welding at main bearing pedestal forward of scavenge pump to be repaired and all other welding to be tested by magna-flux or other equivalent method and repairs affected as found necessary.
 - Main, bottom and top end bearings stated to have overheated during efforts to refloat to be opened up for examination.
 - Cylinder nos. 1-3 and 5 stated to have been knocking during refloating efforts to be opened up for examination of levers, transverse beams, side bearings and valves and gears.
 - Fire fuel pump stated to have been operating abnormally during refloating efforts and subsequently due to sea water contamination to be opened for examination and dealt with as found necessary.
 - Attached sea water pumps (two) in use during stranding and efforts to refloat to be overhauled for examination.
 - Thrust bearing to be opened for examination.
 - Wear down of tailshaft excessive and therefore to be withdrawn for examination and lignum vitae of stern tube to be renewed.
 - Propeller blades badly indented at tips, fractured and serrated to be renewed.
 - Shaft alignment to be checked on re-assembly.
 - All sea valves and chests be opened out and cleaned.
 - The following heat exchangers in use during efforts to refloat using main engine were reported to have overheated due to chocking with sand and bottom debris to be opened up, cleaned, overhauled and reclosed in good order.
 - Aux. condenser
 - F.W. cooler
 - L.O. cooler
 - F.V. cooler
 - Hot well
 - Observation tank.
 - Seawater standby and circulating pump in use during stranding to be opened up and examined.
 - Steering engines, pumps, rams and telemotor stated to have been subjected to excessive vibrations during efforts to refloat, and telemotor rams and glands leaking, to be opened up for examination.
 - After F.V. cooling pump removed and transferred forward for the purpose of transferring fuel to aft and to pump cargo oil surface of damaged tanks to be overhauled and refitted in good working conditions.
 - Main and aux. air compressors stated to have been used continuously during refloating operations and during the voyage for supplying air to pumps being used for fuel transfer to be overhauled, for examination.
 - Cargo pumps and stripping pumps used to discharge oil from damage tanks to be overhauled for examination.
 - Bilge/ballast pump and oil fuel transfer pump in fwd. pump room, flooded to be overhauled for examination.

Rpt. 9A (cont.)

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"MANEGINA II"

Port Naples

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-Forward pump room, flooded, to be cleaned throughout and electric wirings, lights and etc. to be renewed as found necessary.

In view of the above and hull extensive damage, the Owners were advised to continue in Class, full permanent repairs would have to be effected.

It is understood that an agreement has been reached with the Insurers and that the Owners have decided to scrap the ship.

An Interim Certificate was handed to the Owners stated that the machinery was considered fit to make the contemplated voyage to a Spanish Port in ballast condition, where the ship is to be scrapped or permanently repaired.

Machinery tested working and found satisfactory for the contemplated voyage only.


(S. Follo)

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