

Ship's Name	SS/MS	"ADELPHOS PETRAKIS"	Gross tons	7170
Is there a rpt. 8?	no	Port of Port Said	Rpt. No.	7376
No. of visits	1	First date and Last date	13.10.1966	
Interim Cert. issued & copy herewith?	yes	Damage rpt. issued & copy herewith?	no	Last rpt. (H.Q. only)
Date of completing rpt.	15.10.1966	Surveyed at, if different from Port above	-	
Is a rpt. 9B attached?	yes	MN	-	Nature of survey
Survey fees		Damage fee	Expenses	Comp. MBS & Cond. of Class
S.A. fee				

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

- | | | |
|---|-------------------------------------|------|
| 1 | Cyls., covers, pistons & rods | |
| 2 | Valves & gears | |
| 3 | Con. rods, top ends & 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 & top ends |
| 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 & top ends |
| 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 MBS - 2.66 as previously recommended, subject to main sea water circulating pump casing being renewed on the ship's arrival at Japan where she is now bound, also subject to any 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. Fawzi)

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

THURSDAY 27 OCT 1966

As per subject
MBS 2.66

Advised P.3d
J. H. (see AM)

FOR CHAIRMAN
CLASSN. CITEE

004369-004373-0198

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

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

State
Port P. or
Starboard S.

35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

34 Crankcase doors & explosion relief devices

36 Essential independent pumps

37 Bilge, ballast & oil fuel suction lines, fittings & controls

38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?

39 Fresh water coolers

40 Lub. oil coolers

41 Heaters (state service)

42 Feed water filters

43 Auxiliary air receivers & safety devices

44 Starting air pipes

45 Main air receivers & safety devices

46 Independent air compressors coolers & safety devices

Identify
by
position

47 Oil fuel tanks (not forming part of the hull structure)

48 Have all evaporators safety valves been tested under steam?

49 Evaporators HP & LP

50 Distillers

51 Fire extinguishing arrangements

52 Steering machinery

53 Windlass

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Now done for Condition of Class S.R.List No. 259:

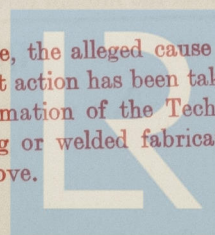
New main sea water circulating pump casing now supplied on board and the Master stated that same will replace the defective casing on arrival at Japan where the ship is now proceeding direct, expected before the end of November, 1966.

The existing main sea water circulating pump casing has now been specially examined and the previous temporarily fitted cement box found to continue efficient.

It is therefore recommended that the newly supplied main sea water pump casing on board be verified and fitted in place of the defective casing on the ship's arrival at Japan where she is now bound.

An amendment to this purpose in the S.R.List is submitted.

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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