

Rpt. 9

Date of writing report 6/2/58

Survey held at ALEXANDRIA

Received London

11 FEB 1958

No. of visits Three

Port ALEXANDRIA

First date 13th

No. 4920

Last date 18th Jan. 1958

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 07153 S.S. Name "CORFU ISLAND"

Owners Cia. de Nav. Zita S.A.

Managers

Gross tons 7075

Date of build 11/1943

Engines made Mtl. By Canadian Allis-Chalmers Ltd.

Port of Registry PANAMA

No. of Main Engines 1 No. of Screws 1

Type T 3 Cy.

No. of Main Boilers 2 W.P. 250 lbs.

Records of Survey & Special Notations as per Register Book

No. of Aux./Donkey Boilers W.P. Surveved Afloat or in Dry Dock AFLOAT

Nature of Survey Collision Damage

Was Damage Report issued? Int. Cert.? YES

Last Report (For Head Office only)

Hull		Machinery	
+ 100A1		+ LMC	6/56
Docking	6/56	BS	6/56
S.S. Pir.	6/56	TS (CL) N	11/56
		SPS	6/56

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, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side 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

Cyls., Covers, Pistons & Rods

Connecting Rods & Top Ends

Crankpins & Bearings

Journals & Bearings

Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

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.)

TEAM RE-HEATERS

E-SUPERHEATERS

POP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

RANKCASE DOORS & EXPLOSION RELIEF DEVICES

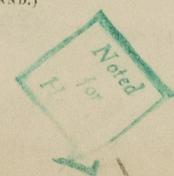
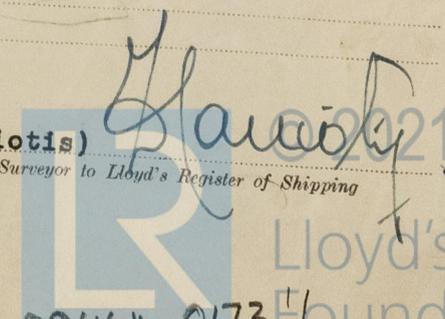
OPINION OF MACHINERY AND RECOMMENDATIONS

Have Main Engines been tested working and manoeuvring?

The Machinery of this Ship, so far as now surveyed, is in good and safeworking condition and eligible, in my opinion, to remain as classed, without fresh record of survey.

Date of Committee Decision TUESDAY 14 MAR 1958 As noted

(D.J. Haniotis) Acting - Engineer Surveyor to Lloyd's Register of Shipping



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	STARBOARD	AUXILIARY EQUIPMENT
Generators			Generators & Governors
Exciters			Motors
Air Coolers			Switchboards & Fittings
Motors			Circuit Breakers
Air Coolers			Cables
Control Gear, Cables, etc.			Insulation Resistance
Insulation Resistance			Steering Gear Generators and Motors
Insulating Oil Test			Navigation Light Indicators
Over-speed Governors			
Magnetic Couplings			
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)

**HEAVY WEATHER DAMAGE**

Owing to gale on the night of the 9th January 1958, the vessel dragged her anchors, drifted and collided with the Turkish Steamer "TANAR", also the propeller of "CORFU ISLAND" fouled into the starboard anchor cable of "TANAR", causing the engine to stop. Divers removed the anchor cable which had taken three turns around the propeller. The diver reported that all propeller blades edges were damaged and the rope guards carried away. The diver reported no further damage to the underwater stern parts of the vessel.

- As a result of this casualty, I recommended the following repairs:-
- 1) Vessel to be tipped for examination of propeller and checking of propeller shaft.
  - 2) Propeller blades edges to be faired and smoothed as necessary.
  - 3) Propeller shaft coupling bolts to be released and couplings checked for truth.
  - 4) Rope guards to be renewed.

Continued

Survey fees .....  
 Damage fee ..... £ 30.000  
 Expenses... ..... 2.000  
 Stamp Duty ..... 0.200

Date when A/c rendered ..... 22nd January 1958

LEAVE THIS SPACE BLANK  
 27 FEB 1958

It is submitted that this vessel is eligible to remain as CLASSED.

Propeller damaged & repair

Rpt. 9a.  
 Port of ALEXANDRIA  
 Continuation of Report No. 4920 dated 6th February 1958 on the S.S. "CORFU ISLAND"

- 5) Holding down bolts of main engines, thrust block and tunnel bearings, to be examined and hardened up where required.
  - 6) Thrust block to be opened up for examination.
  - 7) Main bearings and bottom ends to be opened up for examination.
  - 8) Steering engine to be opened up and steering gear to be tested.
- Except item No. 4, all the above recommendations were carried out to my satisfaction. The propeller shaft was checked for truth and found in good order. The Main engines were run tested, and found to operate satisfactorily.

**PROPELLER:-**

I enclose herewith a sketch showing the actual damage to the bronze propeller blades. The Master stated that this propeller is new and was fitted in December 1957. I recommended that the propeller be renewed at Owners convenience, and the rope guards to be renewed at next Annual Docking.