

Rpt. 9A

REPORT OF **MACHINERY SURVEYS AND REPAIRS** (Engines and Auxiliaries)
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London

28 FEB. 1967

Ship's Name ~~SS/MF~~ "SYROS" Port Kobe

Processing Number: LR 534755 Gross tons 7,146 Rpt. No. 17270

Port of Registry Syros Date of build 5-1942 Is there a rpt. 8? Yes

No. of visits 2 First date 30-1-1967 Last date 1-2-1967

Interim Cert. issued & copy herewith? Yes, B1-128434 Damage rpt. issued and copy herewith? - Last rpt. (H.Q. only)

Date of completing rpt. 2-2-1967 Surveyed at, if different from Port above

Is a rpt. 9B attached? No MN (505) Nature of survey Repairs to Windlass

Survey fees £15-0-0 Damage fee - Expenses £2-0-0

S.A. fee

MAIN ENGINES, RECIP., STEAM 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
- Centre
- 4 Crankshaft journals & bearings
- 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 steam windlass cylinder block to be renewed by the end of July 1967 (6 months limit) and 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).

Date of Committee

Minute

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Y. Kojima
Surveyor to Lloyd's Register of Shipping

Y. Kojima

WEDNESDAY - 5 APR 1967
to now, subject

004630-004634-0102 1/2

ALSO FOR

SPL FOR

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Lloyd's Register
Foundation

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?	

State Port P. or Starboard S.

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

Identify by position

AUXILIARY ENGINES

DOCKING

Propeller	Good	Sea connections	Not examined	Oil gland	None
Fastenings & gratings	Good			Clearance in stern bush (if relined state clearance before & after)	5.6mm
Has screw/tube shaft been drawn?	No			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.

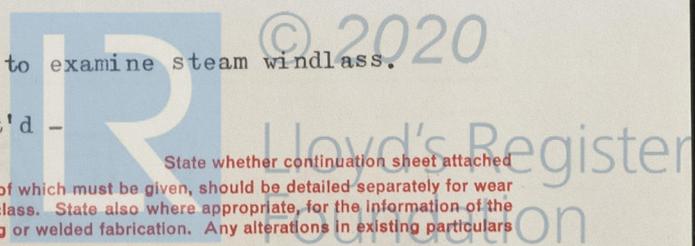
Repairs Wear & Tear:-

At Owners request, attended on board the ship to examine steam windlass.

- cont'd -

State whether continuation sheet attached

The reason for repairs must be stated and those on account of damage, the alleged cause of 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.



Ship's Name SS/MS "SYROS"

Port Kobe

Rpt. No. 17270

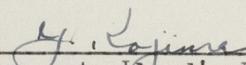
Found corroded and holed approx. 2" squar in area at lower side of cylinder block (cast steel), port side at steam passage between steam stop valve and slide valve casing. And further examination, found local corrosion and/or thinning on the cylinder block.

Now Done for Repairs:-

Found material of the cylinder block somewhat wasted to be repaired by electric welding. As temporary repairs, a steel plate patch fitted in way of the holed section by spot welding, and applied and made a cement box around repair secured through bottom of cylinder block.

On completion of repairs, the steam windlass examined under no load working condition and proved tightness.

It is recommended that the steam windlass cylinder block be renewed by the end of July 1967 (6 months limit) being considered efficient in the meanwhile.



Surveyor to Lloyd's Register
Y. Kojima

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