

Rpt. 9

Date of writing report 5th August, 1958.

Survey held at COLOMBO

Received London

7 SEP 1958

No. of visits EIGHT

Port COLOMBO

No. 4253 a

First date 18th July, Last date 4th August, 1958.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 13356 S.S. Name "HERAKIES" Gross tons 4748 Date of build 1910-10
Owners Rederi A/B Trident Managers Curt Mattson Port of Registry HELSINGFORS
Engines made Gls. By D. Rowan & Co. Type T 3Cy
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 SB W.P. 180 lb
No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry Dock Both
Nature of Survey DOCKING & REPAIRS COMMENCED B.S.
Was Damage Report issued? Int. Cert.? Yes.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100A1	+ LMC Engine 7/57
Dkg. 1/58	M Boiler 2/57
SS Kob (Dr) 7/57	CL Tailshaft 4/56
	Steam pipes 7/57

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 Good Wear Down of Stern Bushes 7/32" Oil Glands Sea Connections
Fastenings Good Has Screwshaft Tubeshaft been drawn? No 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

11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers

16 SCAVENGE BLOWERS
17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, so far as now seen, is eligible in my opinion, to remain as at present classed with fresh record of Boiler Survey 7.58, on completion of the survey. Subject to Main Engine L.P. Cylinder top and bottom end Auxillary Condenser forward end aft water boxes being specially examined by 7.59 (12 months limit).

THURSDAY - 2 OCT 1958

Date of Committee

Decision

Deferred for comp MBS.

50m, 6.56. T. (MADE AND PRINTED IN ENGLAND.)

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

If certificate is required state where to be sent.

32 Essential Independent Pumps (<i>Identify by position</i>)	36 Lub. Oil Coolers	37 Heaters (state service)
33 Bülge, 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 Independent Air Compressors, Coolers & Safety Devices		
37 Air Receivers & Safety devices—Main	40 Auxiliary	
41 Oil Fuel Tanks (<i>Not forming part of hull structure</i>)	43 Have Evaporator Safety Valves been tested under steam?	
42 Evaporators	46 Windlass	46 Fire Extinguishing Arrangements
44 Steering Machinery		

AUXILIARY ENGINES (Identify by position).

PROPULSION		PORT		STARBOARD		ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
a	Generators					l	Generators & Governors		
b	Exciters								
c	Air Coolers					m	Motors		
d	Motors								
e	Air Coolers								
f	Control Gear, Cables, etc.					n	Switchboards & Fittings		
g	Insulation Resistance					o	Circuit Breakers		
h	Insulating Oil Test					p	Cables		
i	Overspeed Governors					q	Insulation Resistance		
j	Magnetic Couplings					r	Steering Gear Generators and Motors		
k	Air Gap					s	Navigation Light Indicators		

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

Port Good. Internal Exam. 19.7.58

AUXILIARY, DONKEY or PRESS

BOOK INDEX	Good
Safety Valves	Good
Mountings, Doors & Fastenings	180 lbs.
Safety Valves Adjusted to	Sat.
	OK
Pipes, Seaming Arrangements	Good

Were Oil Burning System & Remote Controls examined working in accordance with Rules? **No** ~~XXXXXXXXXXXX~~ **Good**

EXAMINATION & TESTING OF STEAM PIPES (*State material*)

Main	Auxiliary (over 3 in. bore)
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
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99	99
100	100

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)

Boiler Repairs (wear & tear).

Six intermediate C.C. screwed stays and ten plain smoke tubes renewed due to wastage near C.C. plates.

Condition of Class.

The main engine L.P. cylinder opened up and erosion found to have taken place at the lower face of the C.I. top cover where previously welded in the root of the flange. The erroded welding removed, veed out and re-welded over a length of 14".

The L.P. cylinder wall specially examined around the bottom and found pitted in places $1/8''$ - $3/4''$ deep, commencing at the aft centre-line, extending to the port side for $1/2$ of the circumference.

A drill test in the deepest $\frac{1}{2}$ " pit hole gave a remaining thickness of sound C.I. = $1 \frac{1}{8}$ ".

The auxiliary condenser forward and aft water boxes examined and the aft water box, previously fitted with an external bolted metal

Continued ...

Boiler Survey - Rs.210.00

Mchy. Repairs - Rs.510.00

~~XXXXXXXX~~ ... Docking - Rs. 91.00

Expenses... - Rs. 45.00

Date when A/c rendered... 5th August, 1958.

Rpt. 9a.

Port of COLOMBO.

Continuation of Report No. 4253a dated 5th August, 1958. on the
s.s. "HERAKLES"

patch found in good order, but due to leakage from an existing bolted external metal patch at the forward water box the repair was reinforced by fitting an additional bolted metal patch internally in the water box. The bolted patches were tested and found efficient.

The Condition of Class relating to the main engine L.P. cylinder and the auxiliary condenser is recommended to be retained for a further period of 12 months.

Appendix to the Special Reasons List.

Main Engine M.P. cylinder ribs previously repaired, now examined and found to remain efficient.

Note:

It was stated that the boiler survey will be completed at the earliest opportunity.

(P.F. CHESTERS)
SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.