

14. OCT. 1966

Ship's Name **SS/MS " NICOLAOS SARDIS " LR 501914**
 Gross tons **2321** Port of Registry **Piraeus** Port **Piraeus**
 Date of build **1944** Is there a rpt. 8? **Yes** Rpt. No. **12743**
 No. of visits **1** First date **a n d** Last date **3.10.66**
 Interim Cert. issued & copy herewith? **Yes** Damage rpt. issued & copy herewith? **No** Last rpt. (H.Q. only)
 Date of completing rpt. **6.10.66** Surveyed at, if different from Port above **Perama Roads.**
 Is a rpt. 9B attached? **No** **MN 306** Nature of survey **Damage repairs.**
 Survey fees **-** Damage fee **£. 20.0.0** Expenses **£. 1.0.0**
 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, cross-heads, bearings & 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, cross-heads & bearings
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, cross-heads & bearings
13	Crankpins & bearings	14	Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

15	Casings, rotors, blading, bearings, & thrusts	16	Lever
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17	Reduction gearing		
18	Scavenge blowers	19	Superchargers

I recommend that the machinery of this ship remain as classed ~~with~~ without fresh record of survey subject to independent air pump being specially examined by 3/67 also subject to any outstanding conditions 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.)

F.E. HIGGINS.
 Surveyor to Lloyd's Register of Shipping

Date of Committee

WEDNESDAY - 2 NOV 1966

Minute

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At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

considered that re-examination or repairs should be made before 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".

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 repairs have been effected or it is

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-superheaters	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		
34 Crankcase doors & explosion relief devices	35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)	

State Port P. or Starboard S.

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		
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 Distillers
51 Fire extinguishing arrangements	52	Steering machinery Windlass

Identify by position

AUXILIARY ENGINES

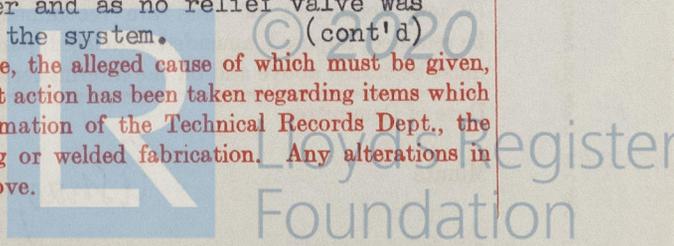
PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Damage Repairs following alleged crew negligence.

I. It is stated to have occurred during passage from Tekirdag to Esborg via Piraeus on the 26th September 1966. Following uneven working and overloading of the main independent air pump, it was found on examination that the piston and liner were scored and the valve seats and plates marked. The score marks in the piston and liners were stated to have been brazed up and machined true. Valve seats and plates renewed. All repairs were completed prior to visit but on examination working the pump was found satisfactory. It is therefore recommended that air pump piston and liner be specially examined by 3/67 continues efficient meanwhile.

II. It is stated to have occurred during the above voyage on the 27th September 1966 following overpressurising of the boiler feed lines. It was found that the Port Main Boiler main check valve lid had jammed in the seat and been broken off the spindle. This had the effect of blocking the feed to the boiler and as no relief valve was fitted to the feed pump in use over pressurising the system. (cont'd)

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.



Ship's Name SS/MS " NICOLAOS SARDIS " L.R. 501914

Port Piraeus.

Rpt. No. 12743

The first stage feed heater tubes were found to be leaking badly due to a number of tubes splitting. At this time all tubes were renewed, the heater hydraulically tested and found satisfactory.

The second stage feed heater upper cover plug thread was stripped due to alleged excessive pressure. The cover was removed ashore, the plug hole tapped oversize and a new plug made and fitted.

The Port Boiler main check valve lid was renewed and the seat machined.

It was recommended to the Owners that the feed lines be modified to enable relief valves to be fitted, direct to the main feed pumps. As it was stated the above damage had also occurred previous to the present Owners buying the vessel and on account of the same cause.

III. Stated to have occurred during above voyage on the 27th September 1966 following overhaul of forced draught fan the piston rod nut was found to have slackened off and the piston rod thread was damaged. A new piston rod and nut was fitted at this time and no other damage noted.

J. S. Diggins



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