

27. APR. 1966

Ship's Name SS/MS "ANNITA"

LR.504869

Gross tons 1862

Port of Registry Piraeus.

Port HULL.

Date of build 9.1935.

Is there a rpt. 8? Yes.

Rpt. No. 71427

No. of visits 12.

First date 30/3/66.

Last date 7/4/66.

Interim Cert. issued
& copy herewith? Yes.Damage rpt. issued
& copy herewith? No.

Last rpt. (H.Q. only)

Date of
completing rpt. 12/4/66.

Surveyed at, if different from Port above

Is a rpt. 9A
attached? No.

MN 241

Nature of survey Damage, Dkg. & T.S.

Survey fees

Damage fee £45.

Expenses £6.

S.A. fee £13.13s.0d.

DOCKING

Propeller Good.

Sea connections -

Oil gland -

Wear down of stern bush
(if relined, state clearance
before and after) Previously $\frac{1}{8}$ "
Now .030"

Fastenings Good.

Has screw/tube
shaft been drawn? Yes.

Date of examn. 4/4/66.

Has shaft been
changed? Yes.

Has shaft now fitted been previously used? No.

Has shaft now examined/fitted a continuous liner? Yes.

Approved oil gland? No.

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

AUXILIARY, DONKEY OR PRESS

(State if oil fired—OF
or exhaust gas—EG)

MAIN

Air heaters

Superheaters

Safety valves

Mountings, doors
and fasteningsSafety valves { Sat
adjusted to { SptBoiler securing
arrangements

Main economisers

Steam heated
steam generatorsForced
circulating pumpsHave saturated steam pipes in cylindrical boiler
smoke boxes been examined as required by the Rules?Exhaust gas heated economisers
and their safety valves

Steam generator safety valves adjusted to

Funnel

Were oil burning system &
remote controls examined
in accordance with rules?

I recommend that the machinery of this ship remain as classed with/without fresh record of TS(N)CL 4,66 subject to any outstanding conditions that may be attached to the ships class remaining 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

Surveyor to Lloyd's Register of Shipping

FRIDAY 20 MAY 1966

Ashow,
TS(N) 466Lloyd's Register
Foundation

005187-005193-0372

ALSO FOR

SPL FOR

TRO

SR

POSTING

HEADER

CERT

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

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	
f Control gear cables, etc.		o Circuit breakers	
g Insulation resistance		p Cables	
h Insulating oil test		q Insulation resistance	
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

DAMAGE stated to have been sustained by vessels propeller striking heavy timber whilst on passage from Galatz to Piraeus on 2/2/66.

NOW DONE FOR DAMAGE:- Vessel placed in drydock, screwshaft withdrawn and intermediate shaft bearings opened out and examined.

DAMAGE FOUND:- Propeller blades found heavily distorted and fractured approx. 1 foot from the tip. Tailshaft found fractured at the top of the keyway. (See Sketch.) Intermediate shaft bearings, numbers 1,2,3,7 & 8 and plummer-block found with white metal broken and wiped.

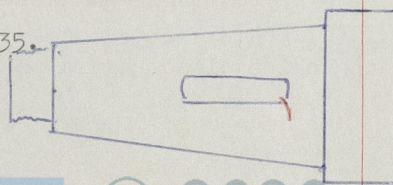
DAMAGE REPAIRS:- Ships spare cast iron propeller was not the same taper as the spare tailshaft and the taper has been machined to fit the cast iron propeller. The cast iron propeller was tried for fit with and without the key and made satisfactory.

The keyway does not conform to C.1102 of the Society's Rules.

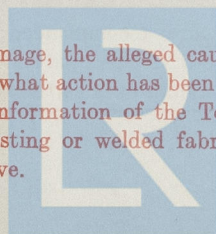
The sternbush wood was machined out to suit the new spare tailshaft. The numbers 1,2,3,7 & 8 and plummer-block bearings now remetalled and made good. The shafting was re-aligned satisfactorily and the engine tested on completion of repairs and all proved satisfactory.

The screwshaft now fitted is stamped - Lloyd's B.2654 18/6/35.

The number on the old screwshaft had been defaced.



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 be reported above.



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