

Rpt. 9

Date of writing report 6th December 1960
Survey held at ISTANBUL

Received London
No. of visits THREE

Port OF ISTANBUL
First date 3.2.960
Last date 3.9.960

12 DEC 1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 79802 Name S.S. "SEMIRA"
Owners MUZAFFER EMIN ZORLU Managers
Engines made 11 - 1927 By J. DICKINSON & SONS LTD Type T 3 Cyl.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 3 SB W.P. 200 lb
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock AFLOAT
Nature of Survey PART MAIN BOILER SURVEY & MACHINERY EXAMINATION
Was Damage Report issued? NO Int. Cert.? NO
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100 A1 Oil Tanker	+ LMC
SS (Dr) 10.52 3.59	ES 3.59
DS 1.59	MBS 3.59
	TS(CL) 1.59
	SPS 3.59

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

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

For the information of the Committee

Date of Committee
Decision

FRIDAY - 6 JAN 1961

See Casually mt.

- 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).....

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
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 and Motors
j Magnetic Couplings			s Navigation Light Indicators
k Air Gap			

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

MAIN FORD & PORT 3.2.60, STARBOARD 25.3.960
ALL GOOD

AUXILIARY, DONKEY & PRESS X

Superheaters

Safety Valves GOOD

Mountings, Doors & Fastenings GOOD

Safety Valves Adjusted to { Sat. -
Spt. -

Boiler Securing Arrangements GOOD

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? NO Forced Circulating Pumps -

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? - Funnel GOOD

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)

Main Boiler Survey: Commenced in February 1960 but not completed due to the vessel being laid up.

Examination of Machinery made in September 1960 showed that extensive repairs would be required to be effected before the vessel could resume trading. Repairs recommended, included the checking of the crank shaft alignment and the renewal of the thrust holding down bolts, the main engine driven feed pump valve chest and main injection valve chest. Extensive renewals of the boiler uptakes and electrical wiring were also required.

In view of the cost of repairs to both the hull and machinery and the uneconomical operations of the vessel the Owners decided to sell it for scrap, and it is now being broken up at the Golden Horn.

LEAVE THIS SPACE BLANK

PART M.B.S. Survey fees TL. 1300.--
MACHINERY EXAMINATION TL. 400.--

Damage fee ...
Trav. Expenses... TL. 7.50

Date when A/c rendered

Lloyd's Register Foundation