

Rpt. 9

Date of writing report 19th/7/61

Survey held at Leghorn

Received London

No. of visits 12

Port Leghorn

First date 12th/9/60

No. 1720
Last date 1st/7/61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 65705 S.S. / "IZMIT"

Owners Gur Unum Ticaret ve Armatortuk A.S. Managers

Gross tons 2358 Date of build 9-1928

Engines made - By J.G. Kincaid & Co. Ltd. - Greenock

Port of Registry Instambul

No. of Main Engines 1 No. of Screws 1

Type T 3 Cy.

No. of Main Boilers 2 SB W.P. 210 Lbs/sq. inc

Records of Survey & Special Notations as per Register Book

No. of Aux./Donkey Boilers - W.P. -

Hull

Machinery

Surveyed Afloat or in Dry Dock afloat

Nature of Survey General Exam. & Boiler Survey + BC class expunged 12/60

Was Damage Report issued? NO Int. Cert. NO - Rpt. 10 Cert.

Last Report (For Head Office only) for unclassified vessel herewith attached.

Now 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, { Side.....
Top Ends & Guides { Centre.....

4 Crankpins & { Side.....
Bearings { 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 unclassified vessel, so far as now surveyed, is, in my opinion, in an efficient general condition for the proposed voyage Leghorn-West Germany via Casablanca, in loaded condition.

Date of Committee THURSDAY 31 AUG 1961

Decision See Rpt 8.

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

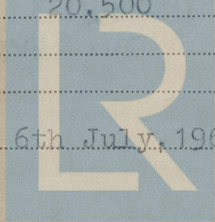
BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN P.&S. M.B. internally ex'd on the 26/9/60—good AUXILIARY, DONKEY or PRESS
Superheaters P.&S. M.B. good
Safety Valves P.&S. M.B. good
Mountings, Doors & Fastenings P.&S. M.B. good
Safety Valves Adjusted to { Sat. P.&S. M.B. to 210 lbs/sq. inc.
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? none Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? none Funnel efficient

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)

Now done for Machinery General Examination at the request of the Owners and in accordance with Head Office's instructions a machinery general examination was carried out with a view to issuing a certificate as unclassified ship for the proposed voyage Leghorn-West Germany via Casablanca in loaded condition: the M.E. and essential auxiliaries, including pumping arrangements and electrical fittings tried under working condition with satisfactory results. Metalock repairs to the Main Engine had plate at feet of LP & MP columns were ex'd and found to remain efficient. The chief Engineer stated that the general behaviour of this vessel's machinery was satisfactory during the preceding voyages and no entry for machinery damage or defect was recently made in the vessel's Log-Book. Now done for Main Boiler Survey: P.&S.M. Boiler internal inspection carried out. P.B.6 screw nut of screwed back stays in combustion chamber found wasted now renewed one stay tube found wasted now renewed (material tested). S.B.6 screw nut of screwed back stays in combustion chamber found wasted now renewed (material tested). All mounting of both boiler now opened up and ground in as necessary. On completion of the repairs the boilers were examined under hydraulic pressure and found tight.

Survey fees Lit. 95.750
Damage fee ...
Expenses... Lit. 20.500
Date when A/c rendered 6th July 1961



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Lloyd's Register
Foundation

Wait further information and
Having apt.
C 99/8/61

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