

Rpt. 9

Date of writing report 31.5.60

Survey held at Bremerhaven

DISCLOSED

SECTION

Received London

No. of visits 10

DISCLOSED

Port BREMEN

No. 4772

First date 15.3.60

Last date 15.5.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 15731 S.S.

"IZMIT"

Gross tons 3368

Date of build 9-1928

Owners Garunum Ticaret Ve Armatörük A.S. Managers -

Port of Registry Istanbul

Engines made 1928 By J.G. Kincaid & Co. Ltd., Greenock.

Type T 3Cy.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 2 SB W.P. 210 lb.

Donkey Boilers - W.P. -

at or in Dry Dock Afloat

urvey Mchy. Rprs. & Comm. ES.

Report issued? Yes Int. Cert.? Yes

(For Head Office only)

24741 LTH.

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS*	MBS* 6/55
SS (Dr) 6/55	MBS 3/59
DS 12/59	TS CL 12/59
	SPS 3/59

None 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 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 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 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.

Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now examined/fitted a continuous liner? Approved oil gland?

ENGINES (Recip. Steam or I.C.) PORT STARBOARD
Covers, Pistons & Rods All - good
& Gears All - good/L.P. eccentrics - good

Side
Centre
Side
Centre
L.P. - good
All - good

All - good

ENGINE DRIVEN AIR COMPRESSORS

Covers, Pistons & Rods

Connecting Rods & Top Ends

Pins & Bearings

Valves & Bearings

Safety Devices

ENGINE DRIVEN SCAVENGE PUMPS

Covers, Pistons & Rods

Connecting Rods & Top Ends

Pins & Bearings

Valves & Bearings

Safety Devices

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS Good

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS Good

CONDENSERS (MAIN & AUX.) (Tested) - Good

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS Eligible in my opinion to remain as now classed in the Register Book with fresh record of ES (with date) when the survey has been completed, subject to the Metalock repairs to the main engine bedplate in way of the feet of the L.P. and M.P. columns being again examined by 11/60 (6 months limit).

Date of Committee

MONDAY 18 JUL 1960

Decision

Deferred for SS ES & CPMS
(by early August)

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Engineer Surveyor to Lloyd's Register of Shipping

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008628-008633-0183

2/4772
32 Essential Independent Pumps (Identify by position) Impeller and casing of main circulating pump - good
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 40 Auxiliary
39 Air Receivers & Safety devices—Main
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			i 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
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to Sat.
Spt.
Boiler Securing Arrangements
Main Economisers
Steam Heated Steam Generators
Were Oil Burning System & Remote Controls examined working in accordance with Rules?
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?
AUXILIARY, DONKEY or PRESS
Exhaust Gas Heated Economisers
Steam Generator Safety Valves Adjusted to
Forced Circulating Pumps
Funnel

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 are subjects of class)

REPAIRS Found:- Crank journal slack in after web of L.P. throw (stated to have been caused due to striking an object in river Humber on the 2.3.60) and main engine bedplate cracked in way of the feet of the L.P. and M.P. columns.

Now done:- L.P. crank throw removed and a new after web fitted. New web stamped LLOYD'S DTM GN 11.4.60 GN. Cracks in bedplate repaired by Metalock. All holding down bolts and chocks in L.P. bay renewed. Remainder of holding down bolts overhauled and placed in good order. Engine p where now opened up, overhauled and placed in good order.

It was stated that the ship is now proceeding to Turkey via Greece where the outstanding and remainder of surveys will be carried out.

It is recommended that the Metalock repairs to the main engine bedplate in way of the feet of the L.P. and M.P. columns be again examined by 11/60 (6 month limit).

Dortmund certificate No. DoC 60/722 attached herewith.

LEAVE THIS SPACE BLANK

Survey fees Part ES DM 180.--
Machinery Repairs DM 240.--
Sunday Attendance DM 60.--

Damage fee ...
Expenses... DM 60 --

Date when A/c rendered



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