

30 JUN 1960

DISCLOSED

17 JUN 1960

Rpt. 9

Date of writing report 31.5.60

Survey held at Bremerhaven

DISCLOSED SECTION

Received London

No. of visits 10

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 Gur Umam 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

Records of Survey & Special Notations as per Register Book

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

Donkey Boilers - W.P. -

at or in Dry Dock Afloat

Survey Mchy. Rprs. & Comm. ES.

Report issued? Yes Int. Cert.? Yes

(For Head Office only)

24741 LTH

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 Examination 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

Con Rods & Gears All - good/L.P. eccentrics - good

Connecting Rods, Pistons & Guides Side Centre

Pins & Bushes Side Centre L L.P. - good

Valves & Bearings All - good

ENGINE DRIVEN AIR COMPRESSORS

Covers, Pistons & Rods

Connecting Rods & Top Ends

Pins & Bearings

Valves & Bearings

Valves & Safety Devices

ENGINE DRIVEN SCAVENGE PUMPS

Covers, Pistons & Rods

Connecting Rods & Top Ends

Pins & Bearings

Valves & Bearings

SCAVENGE BLOWERS

OVERCHARGERS

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).

MONDAY 18 JUL 1960

Date of Committee

Decision Defered for SS ES & CPMS (by early August)

PRINTED IN ENGLAND

Signature of Surveyor

Engineer Surveyor to Lloyd's Register of Shipping

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Lloyd's Register Foundation

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

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

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

MAIN

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to Sat. Spt.

Boiler Securing Arrangements

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?

Forced Circulating Pumps

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

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

