

Rpt. 9

Date of writing report 13.1.61

Survey held at Piraeus, Vassiliades

Received London

No. of visits 3

Port Piraeus

No. 8823

First date 9.1.61

Last date 12.1.61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 65380 S.S. Name "IOANNIS INGLESSIS"

Owners D. Inglessi Fils S.A.

Managers

Gross tons 7035 Date of build 1942-5

Engines made Sld. By N.E. Mar. Eng. Co. (1938) Ltd.

Port of Registry Piraeus

No. of Main Engines 1 No. of Screws 1

Type T 3 Cy.

No. of Main Boilers 3SB W.P. 220 lbs.

Records of Survey & Special Notations as per Register Book

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

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Part MBS, Gen. Exam. for post. ES

Was Damage Report issued? No. Int. Cert.? Yes.

Last Report (For Head Office only)

Hull		Machinery	
+100A1		+LMC	
with freeboard		ES	1,56
SS	8,56	MBS	11,59
DS	11,59	TS CL	11,59N
		SPS	7,59

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) KKKK PEEKK XSTAMPONARK

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

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.) Main +

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? Yes.

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel so far as now seen is in good order and eligible in my opinion to remain as classed with fresh record of M.B.S. 1,61 on completion, subject to the forward door of main condenser being renewed by April, 1961 (3 mos limit).

Date of Committee

Decision

THURSDAY 2 FEB 1961

Deferred for ES & comp MBS.
(subject)

50m.4,59 T. (MADE AND PRINTED IN ENGLAND)

- 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			/ 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 Port 9.1.61 Good. ~~Centre & Stbd. 11.1.61 Good.~~

~~Centre & Stbd.~~ Good.

Safety Valves Good.

Mountings, Doors & Fastenings Good.

Safety Valves Adjusted to { Sat. Good. 220 lbs./sq.in.(Port & Centre Blrs.only)

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? Yes. Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? None. 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)

To complete the Main Boiler Survey, the stbd. boiler remains to be examined under steam and its safety valves to be adjusted. The owners representative states this will be attended to when the vessel returns from its present contemplated voyage towards the end of March or early April, 1961.

When raising steam on the stbd. boiler it was observed that the bottom outboard door joint was leaking, this boiler had then to be emptied and a new joint fitted. Owing to time factor, steam could not be raised in time to allow for the adjusting of the safety valves of this boiler.

General Examination

Main and auxiliary machinery were examined under working conditions, pumping arrangements examined and tested and all found satisfactory.

Electrical installation examined and tested under working conditions and insulation megger tested, all found satisfactory. It is therefore

submitted that this should merit the favourable consideration of the committee for postponement of Special Survey.

Cont/...

Survey fees Gen.Exam. £ 27.10. 0

Part MBS 45. 0. 0

Damage fee ...

Expenses... 1. 0. 0

Date when A/c rendered 13.1.61

on the S.S. ~~XXX~~ "IOANNIS INGLESSIS"

Main Condenser +

During the examination of the machinery, it was noted that a strongback had been fitted across the forward door of the main condenser. The owners representative stated that leakage had taken place at the centre of the door due to wastage, so a patch had been fitted with the strongback for extra strength. He also stated that a new door is on board and it is their intention to fit same when the vessel arrives at Cuba, to which port she is now proceeding. In my opinion the door is efficient meantime, but recommend that a new fwd. door be fitted by April, 1961 (3 mos. limit).

John