

Rpt. 9

Date of writing report 4.10.60 Received London Port Piraeus No. 8627
Survey held at Scaramanga No. of visits 4 First date 21.9.60 Last date 4.10.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 77068 Name S.S. "EPHESOS" (Ex. "RAS AL ARDH") Gross tons 18171 Date of build 1949-6
Owners Reyman Compania Naviera S.A. Managers M.J.Goulandris, London. Port of Registry Monrovia
Engines made Lyn. By General Electric Co. Type 2 steam turbines DR geared to sc. shaft.

| | | | | | |
|------------------------------------|---------|---------------|----------------------------|--|------------|
| No. of Main Engines | 2 | No. of Screws | 1 | Records of Survey & Special Notations as per Register Book | |
| No. of Main Boilers | 2WTB | W.P. | 965 lbs.Spt.880°F.897 lbs. | Hull | Machinery |
| No. of Aux./Donkey Boilers | - | W.P. | - | +100A1 | +LMC |
| Surveyed Afloat or in Dry Dock | Both | | | oil tanker | ES 8,58 |
| Nature of Survey | DS,MBS. | | | SS 8,58 | MBS 1,60 |
| Was Damage Report issued? | - | Int. Cert.? | Yes. | DS 1,60 | TS CL 7,58 |
| Last Report (For Head Office only) | | | | | SPS 8,58 |

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 Good. Wear Down of Stern Bushes 3.5 mm. Oil Glands - Sea Connections -
Fastenings Good. Has Screwshaft Tubeshaft been drawn? No. 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

- Cyls., Covers, Pistons & Rods
- Valves & Gears
- Connecting Rods, Top Ends & Guides Side Centre
- Crankpins & Bearings Side Centre
- Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Levers

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

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANŒUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS. The Machinery of this vessel is eligible in my opinion to remain as now classed in the Register Book with fresh record of M.B.S. 10,60.

Date of Committee THURSDAY 20 OCT 1960
Decision MBS 10.60

"EPHESOS"(Ex. RAS AL ARDH")

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 | 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 Stbd.21.9.60 Port 24.9.60

Superheaters Good.

Safety Valves Good.

Mountings, Doors & Fastenings Good.

Safety Valves Adjusted to { Sat. 965 lbs./sq.in.
Spt. 897 lbs./sq.in.

Boiler Securing Arrangements Good.

Main Economisers Good.

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? 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)

Minor boiler mounting repairs effected.

The HP turbine was opened up for inspection by new owners.

A piece of distorted steel about 2" long and 1/4" diameter was found jammed in first row of lower stationary blading.

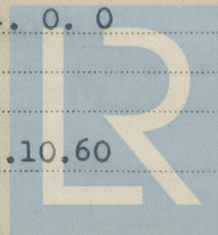
Rotor was lifted and upon examination the only damage found was that a number of blades of first two rows of the rotor were slightly distorted at edges. The blading was considered efficient but it is submitted should be noted in S.R.L. appendix.

LEAVE THIS SPACE BLANK

Survey fees £.. 42. 0. 0
Stamps 9

Damage fee ...
Expenses... 4. 0. 0

Date when A/c rendered 4.10.60



© 2021

Lloyd's Register
Foundation