

5 OCT 1960

Rpt. 9

Date of writing report 1.10.60
Survey held at Scaramanga

Received London
No. of visits 4

Port Piraeus
First date 23.9.60
Last date 30.9.60
No. 8625

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 65868 Name S.S. "MILITOS" (Ex. "JAHRA")
Owners Marcorreo Compania Naviera S.A. Managers M.J. Goulandris, London
Engines made Qcy. By Bethlehem Steel Co. Panama
No. of Main Engines 2 No. of Screws 1
No. of Main Boilers 2 WTB W.P. 675 lbs. Spt. 600 lbs.
No. of Aux./Donkey Boilers - W.P. sg 125 lbs.
Type 2 steam turbines DR geared to sc. shaft
Gross tons 19928 Date of build 1949-6
Port of Registry Monrovia
Records of Survey & Special Notations as per Register Book

	Hull	Machinery
Surveyed Afloat or in Dry Dock	+100A1	+LMC
Nature of Survey	oil tanker	ES 4,58
Was Damage Report issued? No. Int. Cert.? Yes.	SS 3,58	MBS 5,60
Last Report (For Head Office only)	DS 5,60	sg 5,60
		TS CL 4,59
		SPS 5,55

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 3.4 mm. Oil Glands - Sea Connections See Reverse
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

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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

18 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 & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel as now seen is eligible in my opinion to remain as classed in the Register Book without fresh record of survey, subject to main condenser (ps) water end being renewed before end of forward turbo generator condenser and low and high main injection valves being renewed at next drydocking, also subject to aft end of stern bush being specially examined and dealt with as necessary at next Screw Shaft Survey as previously recommended.

Date of Committee THURSDAY 27 OCT 1960

Decision As now subject

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)

Table with 4 columns: PROPULSION, PORT, STARBOARD, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, and various auxiliary equipment like Generators & Governors, Motors, Switchboards & Fittings, etc.

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 which are subjects of class)

S.R.L. Main condenser port door removed water end examined, internal wastage cemented over and water end now considered in efficient condition but it is submitted, should be renewed before end of March,1961. Repairs previously carried out remain efficient.
Forward end of forward turbo generator condenser and low and high main injection valves were specially examined and although considered efficient meantime, it is submitted they should be renewed at next drydocking.
The new owners superintendent drew attention to the fact that the economisers of both main boilers had been blanked off but no records were available as to when and why this was done (See our cable 27th & Sec.reply 28th Sept.1960).
It is submitted that the blanking off of the economisers should be noted in the S.R.L.appendix.

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Survey fees £ 20. 0. 0
Stamps 9
Damage fee ...
Expenses... 3.10. 0
Date when A/c rendered 1.10.60