

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.

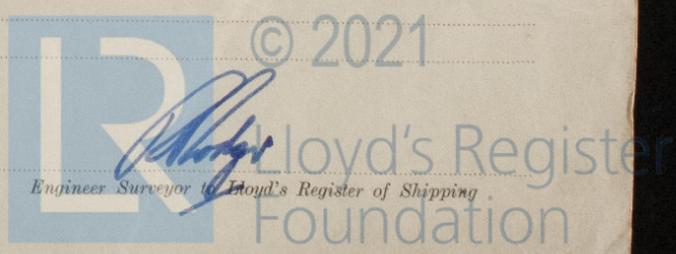
Yes Now.

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
- 16 SCAVENGE BLOWERS
- 17 SUPERCHARGERS
- MAIN TURBINES
- 18 Casings, Rotors, Blading, Bearings & Thrusts
- 19 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.)
- 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?
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 March 1961, 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



Has a Survey also been held on Ship?
If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent

- 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		l 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	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).

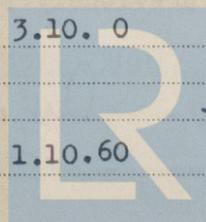
It is submitted that the blanking off of the economisers should be noted in the S.R.L. appendix.

LEAVE THIS SPACE BLANK

Survey fees £ 20. 0. 0
Stamps 9

Damage fee ...
Expenses... 3.10. 0

Date when A/c rendered 1.10.60



© 2021

D.B. Lloyd's Register Foundation