

Rpt. 9

Date of writing report 17.4.61

Survey held at Piraeus

Received London

Port Piraeus

No. of visits 7

First date 22.2.61

No. 8952

Last date 31.3.61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 90977 Name ~~W.Y.~~ "PANTANASSA" (ex. "CANUK PORT")

Owners A. Frangistas & S. Manesis

Gross tons 7131

Date of build 1943-4

Engines made Tto.

By John Inglis Co. Ltd.

Managers -

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. Spt.

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 Partes, MBS.

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

Last Report (For Head Office only)

| Hull | | Machinery | |
|----------------|------|-----------|-------|
| BS* | | MBS* | |
| with freeboard | | ES | 6,56 |
| SS | 6,56 | MBS | 6,60 |
| DS | 7,60 | TS CL | 1,58N |
| | | SPS | 5,60 |

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.

Now.

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 ~~REC.~~)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods All Good.

2 Valves & Gears All Good.

3 Connecting Rods, Top Ends & Guides ~~XXX~~ All Good.4 Crankpins & Bearings ~~XXX~~ All Good.

5 Journals & Bearings All Good.

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 & X

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 Good.

24 INTERMEDIATE SHAFTS & BEARINGS Good.

25 HOLDING DOWN BOLTS & CHOCKS Good.

26 CONDENSERS (MAIN & AUX.) tested Good; Main Condenser +

27 STEAM REHEATERS

28 DESUPERHEATERS

29 STOP & MANOEUVRING VALVES Good.

30 MAIN ENGINE DRIVEN PUMPS Good.

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES X

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 now classed with fresh record of M.B.S. 3,61 and E.S. 3,61 when the survey has been completed, subject to the water end of the Main Condenser being renewed at the earliest opportunity and to the sea suction valve of the General Service pump being renewed at the next drydocking.

Date of Committee

Decision

TUESDAY 30 MAY 1961

Decided in comm. ES

MBS 3161

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

Noted for Master

Engineer Surveyor to Lloyd's Register of Shipping

011636-011645-0142

If certificate is required state where to be sent

"PANTANASSA" (EX.CANUK PORT")

32 Essential Independent Pumps (Identify by position) Ballast, Main Circ. & Engine, General Service, In. & Out. Feed, Fwd. & Aft O.F., Oil Fuel Transfer. All Good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good.

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes.

35 Fresh Water Coolers 36 Lub Oil Coolers 37 Heaters (state service) 1st & 2nd Stage Feed (tested) Good. Fwd. & Aft O.F. (not tested) Good.

38 Independent Air Compressor, Coolers & Safety Devices

39 Air Receivers & Safety devices - Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure) Port & Stbd. O.F. Settling Good.

42 Evaporators Good. 43 Have Evaporator Safety Valves been tested under steam? Yes 15 lbs./sq.in.

44 Steering Machinery Good. 45 Windlass Good. 46 Fire Extinguishing Arrangements Good.

AUXILIARY ENGINES (Identify by position) Fwd. & Aft Generator Engines Good. Fan Engine Good. Reversing engine Good.

| ELECTRICAL EQUIPMENT | | | | |
|------------------------------|------|-----------|---|-------|
| PROPULSION | PORT | STARBOARD | AUXILIARY EQUIPMENT | |
| a Generators | | | l Generators & Governors | Good. |
| b Exciters | | | m Motors | |
| c Air Coolers | | | n Switchboards & Fittings | Good. |
| d Motors | | | o Circuit Breakers | Good. |
| e Air Coolers | | | p Cables | Good. |
| f Control Gear, Cables, etc. | | | q Insulation Resistance | Good. |
| g Insulation Resistance | | | r Steering Gear, Generators and Motors | |
| h Insulating Oil Test | | | s Navigation Light Indicators | Good. |
| 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 Port 4.3.61 Good. Centre & Stbd. 2.3.61 Good.

AUXILIARY, DONKEY & PRESS

Superheaters Good.

Safety Valves Good.

Mountings, Doors & Fastenings Good.

Safety Valves Adjusted to { Sat. 220 lbs./sq.in. Spt. 220 lbs./sq.in.

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? Yes. 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)

Conditions of class

Main condenser: During the main engine trials a small leak was found in the water end of the main condenser in way of the inlet branch piece from the ballast pump. On examining same it was found that slight wastage had taken place. A temporary repair ^{was} carried out by the fitting of a cement box, examined on completion and found satisfactory. However the owners state that a new water box has been placed on order and will be fitted at the earliest opportunity.

General service pump sea suction chest: it was noted that a cement box had been built round this chest at some previous date, so it is recommended that a new valve chest be fitted at the next drydocking.

To complete the Special Survey the propeller and sea valves and underwater fastenings remain to be examined.

This vessel changed ownership and name this time.

Survey fees Part ES £81. 0. 0
MBS 45. 0. 0
Elect. Inst. 22. 10. 0

Damage fee ...

Expenses... 1. 11. 0

Date when A/c rendered 17.4.61

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