

Rpt 9

Date of writing report 19.5.60

Survey held at Perama

Received London

No. of visits 3

Port Piraeus

No. 8441

First date 22.2.60

Last date 18.3.60

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 20365 Name M.V. "MAGEOLIA"

Owners Mageolia Naviera S.A.

Engines made Bmn. By A.G. "Weser"

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers - W.P. -

No. of Donkey Boilers 2 Wtdb W.P. 210 lbs (db 75 lb).

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey TS, Dge.

Was Damage Report issued? Yes. Int. Cert.? Yes.

Last Report (For Head Office only)

Gross tons 6144 Date of build 1927-4

Port of Registry 6144

Type Oil Engine 6 Cyl.

Records of Survey & Special Notations as per Register Book

SECTION

Hull	Machinery	No.
BS	MBS	
oil tanker	ES CS	9,57
SS(Dr)	DBS	9,58
DS	TS CL	8,57
	SPS	9,57

863 C

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 1/32" Oil Glands No. Sea Connections No.

Fastenings Has Screwshaft Tubeshaft been drawn? Yes. Date of Examination 2.3.60 Has Shaft been changed? Yes.

Has Shaft now fitted been previously used? - Has Shaft now examined continuous liner? Yes. Yes. Approved oil gland? No.

MAIN ENGINES (Recip. Steam or I.C.) PORT

1 Cyls., Covers, Pistons & Rods Nos. 1, 2, 3, 4, 5, 6, Good.

2 Valves & Gears Nos. 1, 2, 3, 4, 5, 6, Good.

3 Connecting Rods, Top Ends & Guides Nos. 1, 2, 3, 4, 5, 6, Good.

4 Crankpins & Bearings Nos. 1, 2, 3, 4, 5, 6, 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

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.)

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 is eligible in my opinion to remain as now classed in the Register Book with fresh record of T.S.(CL) 3,60 now / subject to Cochram DB not being used until surveyed. / & MBS CS (with date) on completion of the survey.

Date of Committee

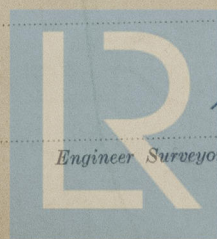
Decision

50m, 4.59 T. (MADE AND PRINTED IN ENGLAND)

WEDNESDAY 8 JUN 1960

Deferred for DBS

Noted for Reader



2021

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

CS. NOTE: LAID UP.

With Pin (m)

If certificate is required state where to be sent

011712-011717-0164 1/2



34 Essential Independent Pumps (Identify by position)

35 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

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

37 Fresh Water Coolers

38 Lub. Oil Coolers

39 Heaters (state service)

40 Independent Air Compressors, Coolers & Safety Devices

41 Air Receivers & Safety devices—Main

42 Auxiliary

43 Oil Fuel Tanks (Not forming part of hull structure)

44 Evaporators

45 Have Evaporator Safety Valves been tested under steam?

46 Steering Machinery

47 Windlass

48 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION	PORT	ELECTRICAL EQUIPMENT	
		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)

Damage Survey (Rpt.No.D.8408 attached herewith)

Damage alleged due to striking an unknown object whilst on voyage from Wismar to Piraeus on the 2nd October, 1959.

FOUND:

RECOMMENDED:

The propeller was noted to have one blade broken off approx. 1/3 of the length from the top and remaining blades were turned over on the leading edges over a length of 4".

Propeller to remove and renew.

Tail shaft wear down 9 mms.

Shaft to remove, check for truth and bearing to rewood.

Main thrust all pads on ahead side badly wiped.

All pads to remetal and shafting to realign.

Main engine to open up for examination

H.D. bolts to examine for tightness.

Cont/...

Survey fees £ 50.10. 0

Class. Dge. 30. 0. 0.

Stamps 7. 9

Damage fee ... 30. 0. 0

Expenses... 2.17. 3

Date when A/c rendered 19.5.60

Rpt. 9a

Port of Piraeus

Continuation of Report No. 8441

dated 19.5.60

on the

"MAGEOLIA"

FOUND:

RECOMMENDED:

All cylinders worn oval in the fire and aft direction max. 1.5mm min. 1.0 mm.

No spare liners were available at this time, nor boring out gear for reboring of the liners.

Nos.2 and 5 scoring evident, over full length.

To renew. (these were replaced by new liners). No stamp marks sighted.

Piston rings worn on fore side

excessively.

Rings to renew.

Sealing rings badly worn on the fore

All sealing rings to renew.

and aft axis.

Several holding down bolts slack.

H.D. bolts to tighten up.

Main bearing studs (8) fractured.

8 studs to renew.

All main bearings badly hammered.

All main bearings to remetal and shafting to re-align.

All repairs have now been dealt with to my satisfaction. The propeller was replaced by the spare cast iron propeller at this time.

Vessel is still laid up.

1/20

LEAVE THIS SPACE BLANK



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