

Rpt. 9

B.C.Ship.

Date of writing report 27.9.55

Received London

Port Piraeus

30 SEP1955

Survey held at Piraeus

No. of visits 3

First date 23.9.55

No. 6752

Last date 24.9.55

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in R.B. 22738 S.S. Name "PANAGHIA"

Owners Hellenic Levant Lines

Managers

Gross tons 1001

Date of build 11-1921

Engines made Paisley By Fleming &amp; Ferguson Ltd.

Port of Registry Piraeus

No. of Main Engines 1 No. of Screws 1

Type T 3 Cy.

No. of Main Boilers 2 W.P. 180lb.

Records of Survey &amp; Special Notations as per Register Book

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Both.

Nature of Survey Part Blr.S. &amp; T.S.

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

Last Report (For Head Office only)

Hull  
BS 1,55  
ss Pir.- 12,50Machinery  
MBS N12,50  
Blr.S. 7,54  
TS CL 1,54  
sps 11,50

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 Rewooded, Close Oil Glands

Fastenings Good.

Has Screwshaft been drawn? Yes.

Date of Examination 23.9.55

Sea Connections Good.

Has Shaft now fitted been previously used? No.

Has Shaft now examined/continuous liner? Yes.

Has Shaft been changed? No.

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

PORT

Approved oil gland? -

STARBOARD

1 Cyls., Covers, Pistons &amp; Rods

2 Valves &amp; Gears

3 Connecting Rods, Top Ends &amp; Guides

Side  
Centre

4 Crankpins &amp; Bearings

Side  
Centre

5 Journals &amp; Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons &amp; Rods

7 Connecting Rods &amp; Top Ends

8 Crankpins &amp; Bearings

9 Journals &amp; Bearings

10 Coolers &amp; Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons &amp; Rods

12 Connecting Rods &amp; Top Ends

13 Crankpins &amp; Bearings

14 Journals &amp; Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings &amp; Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES &amp; HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS &amp; BEARINGS

24 INTERMEDIATE SHAFTS &amp; BEARINGS

25 HOLDING DOWN BOLTS &amp; CHOCKS

26 CONDENSERS (MAIN &amp; AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP &amp; MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS &amp; EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? -

OPINION OF MACHINERY AND RECOMMENDATIONS This vessel's machinery remains in efficient condition and it is Recommended that the records of Blr.S. 8,55, as previously recommended, and screw shaft seen (CL) 9,55 be made in the Register Book in the case of this vessel, subject to the screw shaft being again examined by the end of December, 1955. (When Special Survey is due).

Date of Committee

TUESDAY 13 DEC 1955

Decision

Deferred for 4 BS  
but Blr.S. 8,55

(To record withheld)

Acting

Engineer Surveyor to Lloyd's Register of Shipping

013179-013185-0029

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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..... Good.

AUXILIARY ENGINES (Identify by position)..... -

PROPULSION		ELECTRICAL EQUIPMENT	
	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 Port 23.9.55 Good. AUXILIARY, DONKEY or PRESS.....

Superheaters..... -

Safety Valves..... Good.

Mountings, Doors & Fastenings..... Good.

Safety Valves Adjusted to { Sat. Port & Stbd. 180 lb.sq.in. ~~Stk~~

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?..... - 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)

The screw shaft upon examination was found to be somewhat corroded at the after end of the liner. The shaft is considered to remain efficient but it is Recommended that this be again examined at the special survey, due 12,54 but as a result of a General Examination (see Pir. Rpt.No.6595) is now due end of December,1955.

LEAVE THIS SPACE BLANK

Survey fees ... £ 20. 0. 0

Late Fee ... 6. 0. 0

Damage fee ...

Expenses... 14. 6

Stamps 9

Date when A/c rendered. 27.9.55.

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