

28 FEB

Ship's Name SS/MY

"STAMATIS"

Gross tons 7290

Is there a rpt. 8? Yes

Port KOBE

Rpt. No. 12402

No. of visits 2

First date 10th Jan., 1964 Last date 18th Jan., 1964

Interim Cert. issued Yes,
& copy herewith? BL-96244Damage rpt. issued
& copy herewith? No

Last rpt. (H.Q. only)

Date of
completing rpt. 18th Jan., 1964

Surveyed at, if different from Port above Osaka

Is a rpt. 9B
attached? No

MN

Nature of survey Damage

Survey fees

Damage fee £25-0-0 Expenses £2-0-0

S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers,
pistons & rods

2 Valves & gears

3 Con. rods, top ends
& guides centre

Side

4 Crankpins &
bearings centre

Side

5 Journals &
bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers,
pistons & rods7 Con. rods &
top ends8 Crankpins &
bearings9 Journals &
bearings10 Coolers &
safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers,
pistons & rods12 Con. rods &
top ends13 Crankpins &
bearings14 Journals &
bearings

MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors,
blading, bearings
& thrusts

15 Levers

17 Reduction
gearing18 Scavenge
blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed ~~with~~ without fresh record of survey subject to any outstanding condition of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

TUESDAY 24 MAR 1964

Minute

As now

Surveyor to Lloyd's Register of Shipping

L.O. Christensen

ALSO FOR

SPL FOR

TWO
REGISTERED BY
SRL

POSTING

HEADER

CERT

Lloyd's Register
Foundation

013632-013638-0253

At part or complete. Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

considered that re-examination or repair should be made before that date a distinguishing mark that should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described "good" only when it has been examined, found to be in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is

Exhaust steam turbines (with recip. eng.)	20	Thrust blocks	21	shafts & bearings
Steam compressors	22	Intermediate shafts & bearings	23	
Clutches & hydraulic couplings	24	Condensers (main & aux.)	25	
Steam re-heaters	26	Air ejectors (main & aux.)	27	
De-superheaters	28	Forced &/or induced draught fans	29	
Stop & manoeuvring valves	30	Holding down bolts & chocks	31	
Main engine driven pumps	33			Detuner or vibration damper
				32

State
Port P. or
Starboard S.

Crankcase doors & explosion relief devices	34	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)	35	
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36 Essential independent pumps

Bilge, ballast & oil fuel suction lines, fittings & controls	37	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?	38	
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39 Fresh water coolers

40 Lub. oil coolers

41 Heaters (state service)

42 Feed water filters

43 Auxiliary air receivers & safety devices

44 Starting air pipes

45 Main air receivers & safety devices

Identify
by
position

46 Independent air compressors coolers & safety devices

47 Oil fuel tanks (not forming part of the hull structure)

48 Have all evaporators safety valves been tested under steam?

Evaporators
49 HP & LP

50 Distillers

51 Fire extinguishing arrangements

Steering
52 machinery

53 Windlass

AUXILIARY ENGINES

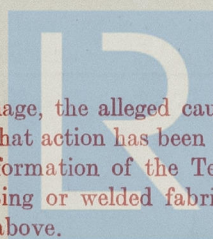
PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Damage stated to have been sustained between 10th & 28th December, 1963 whilst on voyage from San Pedro to Osaka, Japan.

Upon examination found 4 holding down bolts slack and one bolt broken, all bolts now tightened up and broken bolt renewed to satisfaction.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.

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