

Ship's Name ~~SS/MS~~ "MICHALIS"

Port HONG KONG.

Processing
Number: LR 523405.

Gross tons 7375.

Rpt. No. 21218.

Port of Registry SYRA.

Date of build 1944-1.

Is there a rpt. 8? Yes.

No. of visits One.

First date and

Last date 29-7-67.

Interim Cert. issued
& copy herewith? Yes.Damage rpt. issued
and copy herewith? No.

Last rpt. (H.Q. only)

Date of
completing rpt. 1-8-67.

Surveyed at, if different from Port above --

Is a rpt. 9B
attached? No.

MN (490)

Nature of survey S.R.L. item.

Survey fees \$140.00

Damage fee --

Expenses --

S.A. fee --

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

1 Cyls., covers, pistons,
rods, valves, including
rotary valves, & gears2 Con. rods, crossheads,
bearings & guides Side3 Crankpins
(incl. eccentrics),
webs & bearings Side
Centre4 Crankshaft journals
& bearings
Centre5 Detuner or
vibration damper

MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

6 Cyls., covers,
pistons & rods7 Con. rods, crossheads,
bearings & guides8 Crankpins, webs
& bearings9 Journals &
bearings10 Levers, links &
bearings11 Coolers &
safety devices12 Scavenge blowers
& superchargers

13 Air coolers

14 Crankcase & scavenge doors & explosion relief devices

MAIN TURBINES

15 Casings, rotors,
blading, bearings,
thrusts & couplings

16 Astern turbine

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship and are in all respects satisfactory for the service on which the ship is intended to ply, namely, International voyages/voyages within the limits

(The above declaration applies to sea-going cargo ships
of 500 tons gross and above registered in the U.K.)

I recommend that the machinery of this ship remain as classed with, without fresh record of survey, subject to the port outboard boiler feed pump bucket chamber (water end) being renewed by the end of December, 1967, and subject to any other outstanding conditions 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

Minute

FRIDAY 13 OCT 1967

As now subject

Surveyor to Lloyd's Register of Shipping

J. McCarlie

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register
Foundation

014887 - 014898 - 0317 1/2

are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

that date a distinguishing mark thus "should be inserted against the item and the circumstances and action taken or recommended described fully under 'defects and repairs'. At part or complete Special Surveys those items which are not applicable to the ship

The condition of any item is to be described as "good" only when it 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 re-examination or repairs should be made before

MAIN REDUCTION GEARING

17 Pinions & wheels

- 19 Exhaust steam turbines (with recip. eng.)
- 21 M.E. steam compressors
- 23 Clutches & hydraulic couplings
- 25 De-superheaters
- 27 Stop & manoeuvring valves
- 29 Main engine driven pumps (including fuel injection)
- 30 Condensers (main & aux.)
- 32 Have main engines been examined working & manoeuvring?

18 Shafts, bearings & couplings

- 20 Thrust blocks, shafts & bearings
- 22 Intermediate shafts & bearings
- 24 Steam re-heaters
- 26 Forced &/or induced draught fans
- 28 Holding down bolts & chocks
- 31 Air ejectors (main & aux.)

State
Port P. or
Starboard S

33 Essential Independent pumps

34 Bilge, ballast & oil fuel suction lines, fittings & controls

- 36 Fresh water coolers
- 38 Heaters & safety devices including de-aerator (state service)
- 40 Auxiliary air receivers & safety devices
- 42 Main air receivers & safety devices
- 43 Independent air compressors, coolers & safety devices

35 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?

45 Have all evaporators safety valves been tested under steam?

48 Steering machinery

46 Evaporators

49 Windlass

37 Lub. oil coolers

39 Pressure feed water filters

41 Starting air pipes

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

47 Distillers

50 Machinery spare gear

Identify
by
position

AUXILIARY ENGINES

DOCKING

Propeller

Sea connections

Oil gland

Fastenings & gratings

Clearance in stern bush (If relined state clearance before & after)

Has screw/tube shaft been drawn?

Date of examining shaft & condition

Has shaft been changed?

Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner?

Approved oil gland

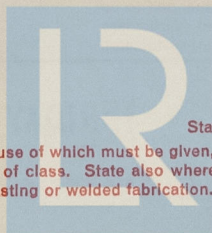
PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

See sheet 2.

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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 for 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 be reported above.

State whether continuation sheet attached

Register
Foundation

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Port HONG KONG. Rpt. No. 21218

S.R.L. No. 273: In accordance with cabled instructions from the Society's head office, the port outboard boiler feed pump examined under working conditions and found satisfactory.

A replacement water end for the pump was also sighted on board. The Owners request for deferment of the replacement of this item until the end of the present charter merits favourable consideration.

It was stated by the Master that the charter will terminate at the end of September, 1967, and the ship will then probably proceed to Europe for overhaul and drydocking about December, 1967.

S.R.L. No. 273: Remaining item not dealt with.

J. M. Barki.

