

Rpt. 9

Date of writing report 8.10.60

Survey held at Kynossoura

Received London

No. of visits 2

Port Piraeus

First date 26.8.60

No. 8642

Last date 8.9.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 68683 S.S. "KYPROS"

Owners Soc. Anon. Hellenique Transpetrol

Gross tons 6416

Date of build 1920-10

Engines made Bfo. By H.G. Trout Co.

Type T 3 Cy.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 3SB W.P. 190 lbs.

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

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Gen. Exam. for voyage to La Spezia Italy as an unclassified vessel.

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

Last Report (For Head Office only)

Hull	Machinery
+100A1	+1MC
oil tanker	
Repairs Required - Class Suspended 1,60	
SS(Dr)	10,56
DS	8,58
ES	10,56
MBS	12,57
TS CL	10,56
SPS	10,56

Yes
Now.

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 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 or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side Centre

5 Journals & Bearings

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

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring? Yes.

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel is eligible in my opinion to in fit condition for contemplated voyage to La Spezia, Italy.

Date of Committee TUESDAY 25 OCT 1960

Decision See the minute 30.9.60

"KYPROS"

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**.....

AUXILIARY ENGINES (*Identify by position*)

PROPULSION		PORT		STARBOARD		ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
a	Generators							l	Generators & Governors
b	Exciters								
c	Air Coolers								
d	Motors							m	Motors
e	Air Coolers								
f	Control Gear, Cables, etc.							n	Switchboards & Fittings
g	Insulation Resistance							o	Circuit Breakers
h	Insulating Oil Test							p	Cables
i	Overspeed Governors							q	Insulation Resistance
j	Magnetic Couplings							r	Steering Gear Generators and Motors
k	Air Gap							s	Navigation Light Indicators

BOILERS OPENED UP & EXAMINED *(Identify by position and state latest date of internal examination of each boiler)*

MAIN All (3) Examined 26.8.60

ADDENDUM K, JOO NICHOLSON PAPER

Supermarkets

Safety Valves Good.

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

Safety Valves Adjusted to { Sat. 190 lbs./sq.in.
 { Spkx

Boiler Securing Arrangements..... Good.

MAK KODOLISITX

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?.....None.....Funnel.....Good.....

EXAMINATION & TESTING OF STEAM PIPES (*State material*)

Main	Auxiliary (over 3 in. bore)
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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*)

Condition of class. (Please see London cable 15.8.60). Windlass cylinders examined and considered efficient for proposed voyage to La Spezia.

Examined generally main and auxiliary machinery and the following items dealt with:-

Condenser and cooling water lines opened out and cleaned.

Sea suction grids cleaned by a diver.

Electrical wiring repaired as necessary to give satisfactory megger readings.

Main engine HP piston rings (broken) now renewed.

A short sea trial was held and main and auxiliary machinery steering engine and widlass found satisfactory considered fit for proposed voyage.

Cert.C issued copy attached hereto.

LEAVE THIS SPACE BLANK

Survey fees	£	27.10.0
M.B.S.		36.0.0
Stamps		9

Damage fee

Expenses... 1.17. 6

Date when A/c rendered 8.10.60

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Foundation