

Rpt. 9

Date of writing report 31.5.60  
Survey held at Ambelaki

Received London

No. of visits 1

Port Piraeus

First date and

No. 8460

Last date 2.11.59

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

No. in R.B. 31091 Name S.S. "SPETSAL GLORY"

Gross tons 5185

Date of build 1927-4

Owners Cia. Mar. Di Isola Spetsai

Managers -

Port of Registry Puerto Limon

Engines made Hpl. By Gen. Mar. Eng. Wks.

Type t 3 Cy.

No. of Main Engines 1 No. of Screws 1

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

No. of Main Boilers 2SB W.P. 180 lbs.

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

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Class Damage Machy.

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

Last Report (For Head Office only)

Hull	Machinery
+100A1	+LMC
(Dr) 7,53	ES 3,57
(M) 6,58 (12 mos.)	MBS 6,58
DS 6,58	TS CL 3,57N
	SPS 3,57

Laid up - surveys overdue 6,59

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 &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 Engine 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 without fresh record of survey, subject to completion of machinery examination and machinery being dealt with as necessary before the vessel is recommissioned, and to conditions of class being dealt with as previously recommended.

Date of Committee

Decision

40m,3,58 T. (MADE AND PRINTED IN ENGLAND.)

TUESDAY - 5 JUL 1960

Deferred - await further information

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register of Shipping

003487-003494-0092 1/2



- 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 ..... 40 Auxiliary .....
- 39 Air Receivers & Safety devices—Main .....
- 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) .....

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
a Generators .....			1 Generators & Governors .....
b Exciters .....			
c Air Coolers .....			m Motors .....
d Motors .....			
e Air Coolers .....			n Switchboards & Fittings .....
f Control Gear, Cables, etc. ....			o Circuit Breakers .....
g Insulation Resistance .....			p Cables .....
h Insulating Oil Test .....			q Insulation Resistance .....
i Overspeed Governors .....			r Steering Gear Generators and Motors .....
j Magnetic Couplings .....			s Navigation Light Indicators .....
k Air Gap .....			

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

AUXILIARY, DONKEY or PRESS	
MAIN	
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)

Now Done:-

With reference to our report 8035 the Main engine was partly opened out for examination.

The main engine crankshaft examined with top half journal bearings only removed.

The HP & MP crankpins with bearings and LP crankpin with bottom half bearing examined.

The attached air pump, bilge, feed and circulating pumps examined.

Cylinders examined with covers only removed.

Thrust block cover removed and examined.

Main condenser examined.

Found:- (1) In general the crankshaft journals and bearings in good order except No.5 bottom half bearing showed signs of flaked metal at the sides. No decision re bottom half bearings could be given until the crankshaft has been lifted.

(2) Crankpins and bearings good except the bearings required the normal cleaning up of oil grooved.

(3) The bilge rams of the attached bilge pumps slightly scored to skim.

Cont/...

Survey fees £ 15.0.0  
Late Fee 6.0.0  
Stamps 9

Damage fee ...  
Expenses... 2.7.3

Date when A/c rendered 31.5.60

Rpt. 9a

Port of Piraeus

Continuation of Report No. 8460 dated 31.5.60

on the

"SPETSAI GLORY"

- (4) No apparent damage found to cylinder valves or pistons at this examination.
- (5) One holding down bolt of main engine at inner section found broken and 30% of other slack, recommended bolts to renew or tighten as required.
- (6) At one collar of thrust block when bearing removed the whitemetal slightly wiped to dress as required.
- (7) Main condenser appeared good but to clean and test.
- No repairs or further opening out of machinery effected this time, owners representative stated it was not sure what the future plans would be.
- It is submitted therefore that the vessels class be subject to completion of machinery examination and machinery being dealt with as necessary before the vessel is recommissioned, and to conditions of class being dealt with as previously recommended.

AS

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