

Rpt. 9

Date of writing report 13-1-1961

Survey held at Amsterdam

Received London

No. of visits 6

Port of Amsterdam

First date 15-12-1960

Last date 31-12-60

No. 23959

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 75267 Name M.V. "PARNASSOS"

Owners Piraeus Shipping Co. Ltd

Gross tons 9968

Date of build 4-1937

Engines made Aug By Masch. Augsburg-Nürnberg

Port of Registry Piraeus

No. of Main Engines 2 No. of Screws 2

Type 2 oil eng. 2 SA each 8 Cy

No. of Main Boilers - W.P. -

Records of Survey & Special Notations as per Register Book

No. of Aux. Boilers 3 W.P. 2 Aux. B 171 lb Wt. Aux B 171 lb

Surveyed Afloat or in Dry Dock both

Nature of Survey CS; Cond; TS; damage repairs

Was Damage Report issued? no Int. Cert.? yes

Last Report (For Head Office only)

Hull	Machinery
* 100 A 1	* LMC
SS (Dr) 11/58	eng. CS 11/58
oil tanker	boil. A 2/60
d 8/60	TSCL p&s 2/60
	Sps 11/58

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 port 3,5 mm starbd 3 mm Oil Glands Sea Connections

Fastenings Has Screwshaft been drawn? starbd yes Date of Examination 29-12-60 Has Shaft been changed? no

Has Shaft now fitted been previously used? Has Shaft now examined/used a continuous liner? yes Approved oil gland? no

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

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 & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? starbd yes

## OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel being in good condition, the vessel is in my opinion eligible to be continued as classed with record CS with date when completed, subject to starbd tailshaft being renewed by the end of March 1961 (3 mos' limit).

Date of Committee TUESDAY - 7 MAR 1961

Decision As now, subject.

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

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 Engineer Surveyor to Lloyd's Register of Shipping  
 D. van Couwelaar.

003599-003604-0343 1/2

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent

- 32 Essential Independent Pumps (Identify by position) Ballast pump, port in ER
- 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		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	AUXILIARY, DONKEY or PRESS
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

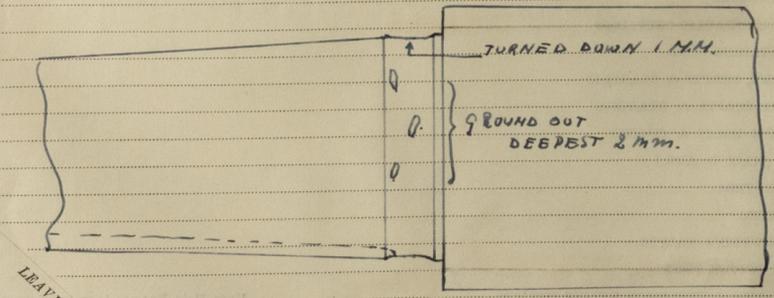
EXAMINATION & TESTING OF STEAM PIPES (State material)

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)

It is stated that the vessel sustained damage due to grounding at Duluth on 21-11-1960, due to starbd propeller hitting quaywall while entering McArthur lock in St. Lawrence Seaway on 23-11-60 and due to starbd ME scavenge blower being excessively worn on a voyage Montreal-Amsterdam in December 1960.



PSE SEE CONTINUATION SHEET.

LEAVE THIS SPACE BLANK

Survey fees ... -

Damage fee ... f. 415.--

Expenses... " 14.--

Date when A/c rendered 9/2/1961

m.v. "PARNASSOS".

Now done : Vessel in drydock. Examined both propellers afterend of sternbushes, outside fastenings and found port propeller slightly damaged at one tip. Same faired at Lips. Cone of port tailshaft examined, good. Found starbd propeller damaged at all four blades. Tailshaft drawn examined and found a few small cracks at top of cone opposite of keyway. Intended same to reject, but both spare tailshafts on board were found badly cracked at top of cones. As the vessel had a close cancelling date the working tailshaft was turned down as per sketch, remaining 3 cracks ground out and shaft refitted. Spare propeller bedded on starbd tailshaft, good.

The starboard tailshaft being considered efficient for the moment, it was however recommended to have same renewed by the end of March 1961 (3 mos' limit) when the vessel is docking for necessary hullrepairs.

Both scavenge blowers of starbd main engine opened up and found all blowers worn as per attached photo ; casings examined, new blowers with ball bearings fitted, alignment of shafts checked and scavenge blower drive examined and good.

All pistons of starbd ME drawn, machined where necessary, grooves dressed up and refitted. Trials held with starbd ME. good.