

12 DEC 1960

Rpt. 9

Date of writing report 6th December 1960
Survey held at ISTANBUL

Received London
No. of visits THREE

Port OF ISTANBUL No. 4970
First date 3.2.960 Last date 3.9.960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 79802 Name S.S. "SEMIRA" Gross tons 6401 Date of build 11 - 1927
Owners MUZAFFER EMIN ZORLU Managers - Port of Registry CANAKKALE
Engines made 11 - 1927 By J. DICKINSON & SONS LTD Type T 3 Cyl.

Records of Survey & Special Notations as per Register Book

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 3 SB W.P. 200 lb
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock AFLOAT
Nature of Survey PART MAIN BOILER SURVEY & MACHINERY EXAMINATION
Was Damage Report issued? NO Int. Cert.? No
Last Report (For Head Office only)

Hull		Machinery	
+ 100 A1 Oil Tanker		+ LMC	
SS (Dr) 10.52	3.59	ES	3.59
DS	1.59	MBS	3.59
		TS(CL)	1.59
		SPS	3.59

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.

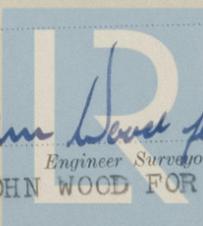
- DOCKING Propellers
- Fastenings
- Has Shaft now fitted been previously used?
- MAIN ENGINES (Recip. Steam or I.C.)
- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides
- 4 Crankpins & Bearings
- 5 Journals & Bearings
- MAIN ENGINE DRIVEN AIR COMPRESSORS
- 6 Cyls., 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 & MANOEUVRING VALVES
- 30 MAIN ENGINE DRIVEN PUMPS
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS

For the information of the Committee

Date of Committee Decision

FRIDAY - 6 JAN 1961
See Casually mt.

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 JOHN WOOD FOR R.M. LEACH & SELF
 Foundation
 005311-005317-0069

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).....
 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).....

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	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 FORD & PORT 3.2.60, STARBOARD 25.3.960..... ALL GOOD
 AUXILIARY, DONKEY & PRESS X
 Superheaters.....
 Safety Valves..... GOOD
 Mountings, Doors & Fastenings..... GOOD
 Safety Valves Adjusted to { Sat. -
 Spt. -
 Boiler Securing Arrangements..... GOOD
 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? NO Forced Circulating Pumps -
 Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel GOOD

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)

Main Boiler Survey: Commenced in February 1960 but not completed due to the vessel being laid up.

Examination of Machinery made in September 1960 showed that extensive repairs would be required to be effected before the vessel could resume trading. Repairs recommended, included the checking of the crank shaft alignment and the renewal of the thrust holding down bolts, the main engine driven feed pump valve chest and main injection valve chest. Extensive renewals of the boiler uptakes and electrical wiring were also required.

In view of the cost of repairs to both the hull and machinery and the uneconomical operations of the vessel the Owners decided to sell it for scrap, and it is now being broken up at the Golden Horn.

LEAVE THIS SPACE BLANK

PART M.B.S. Survey fees TL. 1300.--
 MACHINERY EXAMINATION TL. 400.--

Damage fee
 Trav. Expenses... TL. 7.50

Date when A/c rendered

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Lloyd's Register Foundation

Checked
 28/12/60

RB to add

gl