

12 JUN 1961

Rpt. 9

Date of writing report 5/6/61

Received London

Port ALEXANDRIA

No. 5235

Survey held at ALEXANDRIA

No. of visits 20

First date 15/4/61

Last date 22/5/61

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 51650 Name ~~XXX~~ "ANGELIKI"

Gross tons 1173 Date of build 1921

Owners Cia. Maritima Punta Burica S.A. Managers

Port of Registry MASSAWA

Engines made Altona By Ottensener Mach. G.m.b.H.

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 2 W.P. 185 lbs. Spt.

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

Surveyed Afloat or in Dry Dock Both

Nature of Survey ES, MBS & SPS

Was Damage Report issued? No Int. Cert.? Yes, copy attached.

Last Report (For Head Office only)

Hull		Machinery	
100A1		LMC	7/57
SS	6/57	MBS	4/60
(Dr)	3/49	TS (OG)	4/60
DS	8/60	SPS	6/57

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 --- Oil Glands GOOD Sea Connections †

Fastenings GOOD Has Screwshaft Tubeshaft been drawn? No 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~~

1 Cyls., Covers, Pistons & Rods HP, LP - GOOD MP †

2 Valves & Gears ALL - GOOD

3 Connecting Rods, ~~Side~~ Top Ends & Guides ALL - GOOD

4 Crankpins & Bearings ~~Side~~ Centre ALL - GOOD

5 Journals & Bearings ALL - GOOD

~~MAIN ENGINE DRIVEN AIR COMPRESSORS~~

~~COVERS, PISTONS & RODS~~

~~VALVES & GEARS~~

~~CONNECTING RODS, TOP ENDS & GUIDES~~

~~CRANKPINS & BEARINGS~~

~~JOURNALS & BEARINGS~~

~~COOLERS & SAFETY DEVICES~~

~~MAIN ENGINE DRIVEN SCAVENGE PUMPS~~

~~COVERS, PISTONS & RODS~~

~~VALVES & GEARS~~

~~CONNECTING RODS, TOP ENDS & GUIDES~~

~~CRANKPINS & BEARINGS~~

~~JOURNALS & BEARINGS~~

~~SCAVENGE PUMPS~~

~~COOLERS & SAFETY DEVICES~~

~~MAIN TURBINES~~

~~COVERS, PISTONS & RODS~~

~~VALVES & GEARS~~

~~CONNECTING RODS, TOP ENDS & GUIDES~~

~~CRANKPINS & BEARINGS~~

~~JOURNALS & BEARINGS~~

~~EXHAUST STEAM TURBINES (WITH BOILER ENGINES)~~

~~STEAM COMPRESSORS~~

~~CLUTCHES & HYDRAULIC COUPLINGS~~

~~REDUCTION GEARINGS~~

23 THRUST BLOCKS, SHAFTS & BEARINGS ALL - GOOD

24 INTERMEDIATE SHAFTS & BEARINGS GOOD

25 HOLDING DOWN BOLTS & CHOCKS GOOD

26 CONDENSERS (MAIN & AUX) †

~~STEAM REHEATERS~~

~~DE-SUPERHEATERS~~

29 STOP & MANOEUVRING VALVES GOOD

30 MAIN ENGINE DRIVEN PUMPS GOOD except main circulating †

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES --- Have Main Engines been tested working and manoeuvring? Yes, GOOD

### OPINION OF MACHINERY AND RECOMMENDATIONS

The Machinery of this Vessel, as now surveyed, is in good and safeworking condition, and eligible in my opinion to remain as now classed, with fresh records of MBS 4/61, ES 5/61 on completion and SPS 5/61 now, subject to the main condenser shell being specially examined and satisfactorily repaired, also subject to the main circulating attached pump C.I. body being specially examined and satisfactorily repaired or renewed at the end of the present voyage not later than 9/61 (4 months limit), also subject to the main engine MP cylinder being machined and the main injection sluice valve satisfactorily repaired or renewed before the Engine Special Survey is completed.

Date of Committee

Decision

50m.4.59 T. (MADE AND PRINTED IN ENGLAND)

M. Dawood

Engineer Surveyor to Lloyd's Register of Shipping

010509-010518-0025 1/3

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 ~~XXXXXXXXXX~~ ~~XXXXXXXXXX~~ 37 Heaters (state service) FEED WATER - GOOD (only one)  
38 ~~XXXXXXXXXX~~ ~~XXXXXXXXXX~~ 40 ~~XXXXXX~~  
39 ~~XXXXXXXXXX~~ ~~XXXXXXXXXX~~ 41 Oil Fuel Tanks (Not forming part of hull structure) NONE  
42 Evaporators NONE 43 Have Evaporator Safety Valves been tested under steam? --  
44 Steering Machinery 45 Windlass GOOD 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position).....

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

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

MAIN PORT 15/4/61 - GOOD  
STARBOARD 28/4/61 - GOOD  
AUXILIARY, DONKEY or PRESS

Superheaters PORT AND STARBOARD - GOOD  
Safety Valves PORT AND STARBOARD - GOOD  
Mountings, Doors & Fastenings PORT AND STARBOARD - GOOD

Safety Valves Adjusted to { Sat.  
Spt.  
Boiler Securing Arrangements PORT AND STARBOARD - GOOD

~~XXXXXXXXXX~~ ~~XXXXXXXXXX~~ ~~XXXXXXXXXX~~ ~~XXXXXXXXXX~~

~~XXXXXXXXXX~~ ~~XXXXXXXXXX~~ ~~XXXXXXXXXX~~ ~~XXXXXXXXXX~~

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? YES - GOOD Funnel EFFICIENT

EXAMINATION & TESTING OF STEAM PIPES (State material) 5/5/61  
Main Iron tested to 400 lbs. Auxiliary (over 3 in. bore) Iron tested to 400 lbs.  
Were Copper Pipes annealed? None Have Saturated Pipes in cylindrical boiler smoke boxes been tested? No

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 ENGINE

Main Engine ship valve. C. steel body.

Upon examination, a crack 5" long was noted commencing from the steam inlet side extending through the stud hole and ending under the C.I. sleeve.

NOW DONE:-

The C.I. sleeve was removed. The crack veed out and the C. steel body welded and heat treated and hydraulically tested on completion to 400 lbs. per sq. inch.  
Valve body was machined and fitted with new C.I. sleeve.

HP Cylinder

Piston rings renewed out of spares on board.

Cross head pins machined (oval), and white metal renewed.

Crank pin bearings white metal renewed and crank pin ground smooth.

MP Cylinder

Cylinder is found 3/16" oval and the Owners stated that this will be machined true and piston rings renewed at the end of the present voyage.

Continued

Survey fees MBS £ 55.000

Boiler reprs. 15.000

ES 70.000

Engine reprs. 90.000

SAF 20.000

SPS 15.000

Expenses 13.350

Stamp Duty 0.200

Date when A/c rendered 5/6/61

Rpt. 9a. 9.

Port of ALEXANDRIA

Continuation of Report No.5235 dated

5th June 1961

on the

S.S. "ANGELIKI"

It is now recommended that the class be made subject to the MP cylinder being machined before the Engine Special Survey is completed.

MP cross head shoe white metal found slack - now renewed.

LP Cylinder.

Piston rings are now properly adjusted to the cylinder

Valve gear.

All valve gear pins and bearings were properly adjusted.

Attached pumps driving gear.

Cross bearing re-metaled and pin machined.

All bearings re-adjusted.

Main engine bearings and journals.

Previous examination showed that the white metal on the bottom halves of main bearings was wiped out and journals Nos. 2, 3, 4 and 5 scored.

The crank shaft was lifted up and this was verified, No. 3 bottom half white metal found cracked.

The crank shaft (two pieces) journals and pins were ground out smooth in the workshop.

All main bearings Nos. 1, 2, 3, 4,5 and 6 re-white metaled and machined.

The crank shaft was then bedded in place and properly aligned. On completion the crank pin deflection readings were checked and found good. A bridge/gauge is now made and readings noted (no previous record). The crank shaft was properly aligned with the thrust shaft and the intermediate length.

Main Condenser.

All tubes renewed of tested spares.

Front cover of fabricate iron, found corroded in way of previous welded iron patch. This is now removed and a full size patch of 6 mms. iron plate is now fitted and welded in place.

Upon completion the main condenser was tested under head and the tubes found good.

It was then noted that there was a leakage on the shell starboard side lower in way of a previous fitted (with screws) copper patch.

Another similar copper patch was noted in the port side lower, but found tight.

The Owners requested if permanent repairs could be deferred until the end of this voyage when the vessel will be back to complete the Engine Special Survey. A cement chock was made in way of the copper patch starboard side, tested under head on completion and found good.

It is now recommended that the main condenser shell be specially examined and satisfactorily repaired by 9/61 (4 months limit). Meantime, the main condenser shell is considered efficient.

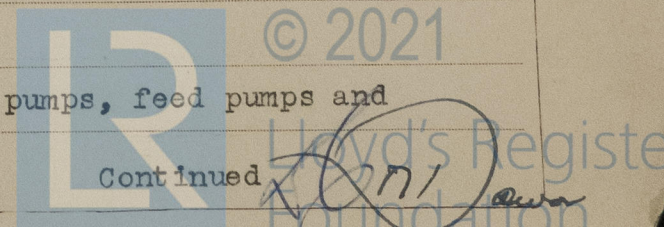
Feed Water Heater.

All tubes 20 in number (steel) renewed by tested spares.

The feed water heater was hydr. tested on completion and found good.

Attached pumps.

Adjustments effected to valves of air pump, bilge pumps, feed pumps and circulating pump.



## S.S. "ANGELIKI"

Attached main circulating pump.

It was noted that the C.I. landing in way of "Suction and delivery group valves pockets" covers i.e. where the studs are screwed in, are corroded and the metal is thinned.

NOT?

It was also noted that the C.I. body of the pump is in good condition. The Owners decided to renew the body and work is now in hand. They also requested to carry out satisfactorily permanent repairs in case time does not permit at the end of the present voyage.

It is now recommended that the main circulating attached pump C.I. body be specially examined and satisfactorily repaired or renewed by 9/61 (4 months limit). The pump is considered efficient meantime.

MAIN BOILER SURVEYPort Boiler

Port Furnace - Wrapper plate port side lowest after stay renewed of tested steel (broken).

Starboard Furnace - wrapper plate starboard side lowest forward stay renewed of tested steel.

Few plain tubes expanded on the combustion chamber.

Saturated steam safety valve (starboard) seat renewed (slack).

Starboard Boiler.

Port and Starboard furnace - Few plain tubes expanded.

REMAINS TO COMPLETE MBS 4/61

Both boilers to be examined under steam and safety valves adjusted.

O.F. Burning System and Remote Controls to be examined working in accordance with the Rules.

STEAM PIPE SURVEY

Selected length of pipes (iron) over 3"  $\phi$  were hydr. tested to 370 lbs. and found good.

The record SPS 5/61 is now recommended.

Main Injection Valve.

Sluice valve type - The side guides of the bronze valve lid found corroded at the bottom.

Because time was not available in the drydock, repairs could not be carried out. However, the valve is considered efficient meantime. The Owners stated that the valve will be renewed before the Special Survey is completed.

It is now recommended that the main injection sluice valve be satisfactorily repaired or renewed before the Engine Special Survey is completed.

Propeller (C.I.)

It is noted that one blade tip is broken on the leading edge 1' x 4".

It is recommended that a note be inserted in the S.R.L. Appendix.

"One propeller blade tip broken".

AG 71 awon



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