

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

24 JUL 1950)

of writing Report 17.7.50 When handed in at Local Office 17.7.50 Port of PIRAEUS.

Survey held at Piraeus Date First Survey 24.5.50 Last Survey 21.6.50 (No. of Visits 15)

on the Machinery of the ~~XXXXXX~~ or Steel S.S. Twin Sc "TEI"

Cross 1742 Vessel built at Montreal By whom Canadian Vickers Ltd. When 1943

Net 62 9 Engines made at Montreal By whom Canadian Vickers Ltd. When 1943

er 5000 HP Boilers, when made (Main) 1943 (Donkey)

n Boilers 2 Lbs Owners M. Cadio Sigalas Cia de Nav. S. B Owners' Address

Key Boilers .. Managers G. Sigalas Sons Port Piraeus Voyage

Boilers 225 lb. If Surveyed Afloat or in Dry Dock Govt. Floating Dock.

ey Boilers .. (State name of Dock.)

Port No. Port Docking, TS. & Renewal of

ars of Examination and Repairs (if any) Starbd. Aft Intermediate Shaft.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, all, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be said to be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates and initials of any letters respecting this case.

cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

age report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey "

e for what reasons? What parts of the Boilers could not be thus thoroughly examined?

ial means, in the absence of internal examination, were adopted by the

to assure himself of the thorough efficiency of those parts of each Boiler?

t date of internal examination of each boiler Present condition of funnel(s)

Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Screw shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

Close fit Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward. Complete

Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

ONE:

placed on the Government Floating Dock. The propellers and sea connection and their

ings examined and found in good condition.

Stern bushes and 'A' bracket bushes (port and starboard) were found worn (max. 9 mms.) and it

recommended that they be re-metalled.

Port and starboard screw and aft intermediate shafts being removed, scoring to a depth of

was found at the parts in way of bushes and it was recommended that they be machined.

Further examination it was found that there were several circumferential fractures on the

Starboard aft intermediate shaft at the stern bush, the most severe admitting the insertion of a

1/4" feeler to 1/4" depth. The shaft was now machined to a depth of 1/4" and the fractures found

going still deeper whereupon it was recommended that this shaft be renewed.

Port and starboard screw shafts and the port aft intermediate shaft were machined in way of bushes,

and found in good condition. Continued...

al Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 to LMC 9,11 or to LMC 140 lb., FD, &c.)

Efficient condition and eligible in our opinion to be continued as at present classed in the

Register Book with fresh record of Docking Date 6,50 and T.S. examined (p. & s.) 6,50, subject to the

Starboard outer intermediate shaft being renewed by 6,51.

of Cert. B1 attached.

Fee (per Section 29) £ 14: 0: 0 Fees applied for 8.7. 50.

Repair Fee (if any) £ 60: 0: 0 Received by me, 17.7. 50.

(per Section 29) £ 19: 19: 0

ing expenses (if chargeable) £ 12: 10: 0

Stamps 1/6 0

Committee's Minute TUES. 22 AUG 1950

med As now subject Port 6,50 (11th. 8. used withheld)

R. C. Bone and D. P. Parris

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register

Foundation

011595-011602-0045 1/2

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

T.S.S. "TETI"

The vessel is engaged in the coastwise passenger trade and as she was urgently needed to execute her summer itinerary, there was no time to obtain a new shaft from abroad. This shaft is 4.67 metres long and as no suitable shaft of this length could be found locally, the Owners requested permission to replace the shaft in two lengths and this was agreed to in view of the urgency of this case.

The former Admiralty Tanker "OLNA" (No. 30906 in the 1939-40 Register Book, classed 1100A1), which had been sunk by enemy air action in the war and subsequently raised, is now being broken up here and the Owners submitted that they be allowed to use the thrust shaft from this vessel suitably machined.

The following markings (partly corroded) were noted on this thrust shaft coupling—'L.R.' This shaft was, however, approx. 1 metre short and the Owners succeeded in finding another piece of this length which had been part of a thrust shaft (no markings) from an unknown vessel and included the coupling and the first collar, which after machining would be of the exact dimensions required both as to length and diameter.

As this piece had been cut practically flush with the collar, no test pieces could be taken but it was examined and so far as could be seen found ~~in~~ good and sound, and as moreover it is a one-piece forging with the collar capable of forming an efficient coupling, it was agreed that it be fitted subject to further examination after cleaning up on the lathe. Later, when coupling bolt holes were being opened in the collar, two samples of the material were obtained and are sent herewith for examination. The "OLNA" thrust shaft was placed on the lathe, the collars were turned off and shaft and couplings machined to the required diameter which practically eliminated the existing coupling bolt holes and the grooves remaining in the perimeter of the couplings, approx. 1" depth, were built up by electric welding and new bolt holes opened between the former holes.

The piece of thrust shaft with one collar was placed on the lathe, cleaned and found free from pitting and in good condition and was suitably machined at the collar to form a second coupling and bolt holes opened.

After machining, these two shafts made up the exact length required 4.67 metres, i.e. 3.7 and .97 metres respectively.

The two shaft sections were fitted in place of the former starboard aft intermediate shaft, the "OLNA" shaft at the inboard end and the smaller outboard abaft the stern tube, as shown in the accompanying sketch.

The port and starboard screw shafts and the port aft intermediate shaft were refitted, coupled up and all shafting realigned.

Port and starboard stern and 'A' bracket bushes were remetalled and six new coupling bolts made and fitted.

On completion, a sea trial of two hours duration was held manoeuvring at full speed ahead and astern with both engines in operation and also with the starboard engine alone and found in order.

RECOMMENDATION:

The above arrangement is submitted for the favourable consideration of the Committee and it is now recommended that the starboard outer intermediate shaft be renewed by 6,51.

