

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

(Received at London Office)

21 JUN 1954

Date of writing Report, 10th June 1954. When handed in at Local Office, 1954. Port of NAPLES.

Book, Survey held at PALERMO Date, First Survey and Last Survey 14th May, 1954. (No. of Visits One)

913 on the Machinery of the Steel M.V. "PERICLES"

Gross 9938 Vessel built at Gothenburh By whom A/B/Götaverken When 1949 9mo
Net 5893 Engines made at Gothenburg By whom A.B. Götaverken When
As Per Rule 1120 Boilers, when made (Main) (Donkey)
Main Boilers Owners D/SA/S Eikland Owners' Address (if not already recorded in Appendix to Register Book.)
Port OSLO Voyage
Donkey Boilers 2 Managers Isak M. Skaugen
If Surveyed Afloat or in Dry Dock Dry Dock
(State name of Dock) C.N.R. Floating Dock
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Table with columns HULL and MACHINERY. HULL: +100 A1, 8,53, SS Msl 8-53. MACHINERY: CS 8.53, +LMC 2,49, ISCL 2,53. Includes text: Carrying Petroleum, in bulk. OIL ENGINES CONTINUOUS SURVEY. SEE SPL. NOTE S.R.L. (MACHYS) TORSIONAL ENDORSEMENT CASE.

Particulars of Examination and Repairs (if any) Docking & CS?
Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides, detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In 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.

Has a damage report made by anyone else? If so, by whom?

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

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

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

What is the latest date of internal examination of each boiler? Present condition of funnel(s)

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

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

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

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

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

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

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

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush.

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

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

When engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

NOW DONE DOCKING :- Vessel placed in dry dock. Propeller, after end of stern bush and outside fastenings examined.

NOW DONE C.S. :- Main Engine Nos. 9 & 10 journals and bearings examined and found or placed in satisfactory condition. No 9 bearing retalled on account of original white metal being cracked and broken.

General Observations, Opinion, and Recommendation :-

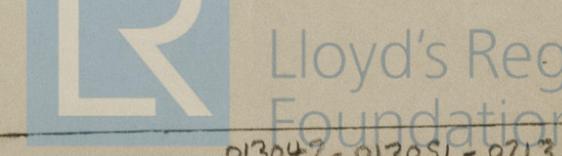
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

The machinery of this vessel, so far as now seen, is in satisfactory condition and eligible for retention of class and record of +LMC. CS. (with date) when the Survey is complete.

Survey Fee (per Section 23) Abk. £4000 CS 8000
Special Damage or Repair Fee (if any) (per Section 23.)
Travelling expenses (if chargeable) TAX £3141
Fees applied for, Received by me,

Committee's Minute THURSDAY 8 - JUL 1954
Signed Deffered for CP DBI

Signature of Engineer Surveyor to Lloyd's Register of Shipping.



Cont. B1. (e.s.) issued. Copy attached hereto

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