

Subject :

Remedy of mechanical and electrical
damages occurred in Greece

NKTECHNICAL INFORMATION

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To Ship Owners and Ship Management Companies

Dear Sir(s)

Merchant Ship Inspectorate of Greece has issued the circular No. 1421 Γ MK/220/98 as attached. Accordingly, when the Merchant Ship Inspectorate of Greece or the Port Authority lays a ban for sail of the vessel due to the mechanical and electrical damage, sea trial after remedy of such damages may be required deemed necessary by the authority depending on the cases. All parties concerned are requested to be notified and to pay attention to this matter.

-End-

attached: EEP Circular No. 1421 Γ MK/22098

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MINISTRY OF MERCANTILE MARINE
MERCHANT SHIPS INSPECTORATE

Piraeus 4 – 12 - 1998
Reg. No. 1421 ΓΜΚ/220/98

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SUBJECT: Remedy of Mechanical & Electrical Damages

1. As it is known, in every case of a mechanical and electrical damage of a ship for which a ban for sail has been laid, is not allowed to continue her voyages before the competent authority (Merchant Ships Inspectorate or Port Authority) finds out with one of its inspectors the remedy of the damage and after tests are carried out with satisfactory results in his presence. These tests cannot be effective nor can the correct remedy of the damage be ensured unless they are performed, in general, under real conditions of the ship's operation and, therefore, have to be realized in a test voyage.
2. In many cases, however, in which the extent of the damage is not significant and its remedy can be easily ascertained at anchor and the tests there to be equally effective as the tests at sea; in that case, it is not required to perform a test voyage but the tests will be performed at anchor. The foregoing will be decided by the inspector or in case that the remedy is performed in the presence of also an inspector of the Classification Society, the necessity or otherwise for performing a test voyage of the ship will be jointly decided by both of them (i.e. the Classification Society and the Inspector of the Merchant Ships Inspectorate).
3. In order to help the inspectors we cite for your guidance hereinafter the cases of damages in which, based on the above, it is necessarily required to perform a test voyage in the presence of the inspector in order to remedy them. The above damages are:
 - a) Damage to the small-end bearings or the big-end bearings of the main bearings of the crankshaft of the propulsion engines
 - b) Damage to the bearings of the camshaft of the main engine

- c) Damage to the bearings of the propulsion shaft system
- d) Damage to the revolutions reduction system (reducer)
- e) Replacement of the camshaft of the main engine due to the damage
- f) Replacement of a piston of main engine which suffered damage on account of overheating, poor lubrication, etc.
- g) Replacement of the small-end bearing of main engine on account of damage
- h) Damage to the system with which is changed the pitch of propeller not responding to the instructions of maneuvers
- i) Flexible coupling replacement (Vulkan) or vibration damper inspection
- j) Re-alignment of the reducer with the shafting system
 - ja) Re-alignment and rechocking of the main engine with the reducer
 - jb) Damage to the of the revolutions counter of the main engine, so long as there is not any system for the change of the propeller's pitch
 - jc) Damage of the steering gear, at the inspector's judgement
 - jd) Replacement of the propeller blade of variable pitch
 - je) Replacement of the propeller shaft
 - jf) Replacement of the main engine's crank shaft
 - jg) In case of crankshaft and camshaft repair of main engine (machining or rebuilding)
 - jh) In case of repeated damages to the same accessory

4. The above list of damages is approximate and not restrictive, since it is not possible to leave out any special cases, which on account of their importance require, at the discretion of the inspectors or of the Department, the performance of a test voyage in order to thoroughly ascertain the good operation of the damaged machine or of the system.
5. In case that a damage to a machine or a part of the machine occurs more than three (3) times, beside the relative research which is being conducted by the ship owner, it will be required to fit original spare-parts and the manufacturer to provide a guarantee.
6. For the cases of the simultaneous presence in a remedy of a damage of the inspector of the Classification Society and of the Inspector of the Merchant Ships Inspectorate there is provided, as an explanation, a guiding table of the damages which will call for the participation in any way of the Classification Society supervising the ship and it (CS) must unfailingly present a class preservation certificate after a damage.

Guiding cases of such damages are as follows:

- a) When on account of the damage is performed:

- i) Replacement of the main engine
 - ii) Intervention to the crankshaft
 - iii) Replacement of the propeller shaft
 - iv) Replacement of the electric power engine or the generator
- b) Damage which are attributed to fires
 - c) Damage from a crash (shaft system-propeller-leakages from the tunnel-vibrations)
 - d) Any damage which calls for the ship to be dry-docked
 - e) Damage to the rudder gear
 - f) When there are recharging works performed on the body of the engine, on the liner, etc.
 - g) Damage to the variable pitch system (KAMEWA, etc.) at the discretion of the inspector
 - h) Damage to the big end or small-end bearing, at the discretion of the inspector
 - i) Should it be necessary to sail with the electric power generator out of operation and the electric energy balance does not provide sufficient information (deficient balance, marginal electric loads, used up engines, etc.)
 - j) Damage to the reducer-reduction gear and to the thrust bearing
 - k) In any other cases in which the inspector deems necessary during an examination to ascertain the damage (combination of damages or extent of the damage which creates suspicions for serious causes)

7. Copies of the present to be duly submitted for adherence.

The Director