

Rpt. 9

Date of writing report 20th May 1959

Received London

Port of Naples

No. 6796

Survey held at Naples

No. of visits 7

First date 9.5.59

Last date 16.5.59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 54263 Name M.V. "BLUEWATER"

Gross tons 9511 Date of build 1941 12

Owners CIA. ATLANTICA PACIFICA S.A. Managers -

Port of Registry Panama

Engines made Trieste By C.R.D. Adriatico

Type Oil Engine 2SA 10Cy

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Donkey Boilers 2 W.P. 220lb

Surveyed Afloat or in Dry Dock both

Nature of Survey DBS CS DS

Was Damage Report issued? no Int. Cert. yes

Last Report (For Head Office only)

Hull	Machinery
BS * SS 3/54	MBS
bulk carrier	CS 3/54
DS 6/58	d 3/58
	CL 6/58
	SPS 3/54 Oil Engine

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 4.8 mm Oil Glands - 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

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side Centre

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 good

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 good

Have Main Engines been tested working and manoeuvring? yes

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship so far as now surveyed is eligible in our opinion to remain as now classed with fresh record of CS 5.59 and DBS 2.59 as previously recommended Subject to S.outboard auxiliary engine being examined & dealt with by the end of May 1960

Date of Committee THURSDAY 11 JUN 1959

Decision CS 5.59, Subject DBS 2.59

40m,3,58 T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

002442-002448-0276

32 Essential Independent Pumps (Identify by position) Stbd.inbd.& outbd FW cooling.-P.ballast.-P.gen.service.-P.aft feed.-
P.fwd OF transfer.*OF unit.- Stbd fwd & aft lub.oil.- Stbd upper & lower crosshead lub.oil pumps.-

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? yes

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service) OF unit heaters

38 Independent Air Compressors, Coolers & Safety Devices Stbd.inbd.middle & outbd.good

39 Air Receivers & Safety devices—Main P.fwd.& aft. 40 Auxiliary -

41 Oil Fuel Tanks (Not forming part of hull structure) Daily Service & settling tanks.

42 Evaporators good 43 Have Evaporator Safety Valves been tested under steam? no

44 Steering Machinery good 45 Windlass good 46 Fire Extinguishing Arrangements good

AUXILIARY ENGINES (Identify by position)

Leak chd 5.3.9.98

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	AUXILIARY EQUIPMENT	
a Generators		l Generators & Governors	good
b Exciters		m Motors	good
c Air Coolers		n Switchboards & Fittings	good
d Motors		o Circuit Breakers	good
e Air Coolers		p Cables	good
f Control Gear, Cables, etc.		q Insulation Resistance	good
g Insulation Resistance		r Steering Gear Generators and Motors	-
h Insulating Oil Test		s Navigation Light Indicators	good
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 ~~XXXXXXXXX~~ DONKEY ~~XXXXXXXXX~~ Port 14.5.59

Superheaters -

Safety Valves P.good

Mountings, Doors & Fastenings P.good

Safety Valves Adjusted to { Sat. Port & Stbd boilers 220 lb
Spt. good

Boiler Securing Arrangements

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? yes Forced Circulating Pumps -

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? none 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)

Minor voyage repairs carried out.

Note:- It was noted that the Starboard outboard auxiliary engine driving a 100 KW generator and an air compressor through clutch was out of commission due to No.2 bottom end both sheering and fracturing crank case.The fracturing appears to have been further aggravated by attempts at welding repair. As time did not permit repairs being carried out it was recommended that the S.outboard auxiliary engine crank case be examined and dealt with by the end of May,1960.

The vessel has 3 auxiliary engines each driving a 100 KW generator and an air compressor. A 15 KW steam generator supplies lighting current at 110 V. Normal sea load 310 Amps.

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Survey fees CS. & Dkg. Lit.114.000
DBS. " 21.500
Electrical " 75.000
Gen.Exps. " 106.300
Damage fee Late & Sunday fees 47.000
Revenue Tax " 24.534
Expenses...

Date when A/c rendered