

Rpt. 9

Date of writing report 19.12.1957.

Received London

Port. EMDEN

No. 190

Survey held at Emden

No. of visits 4

First date 12.12.57.

Last date 17.12.1957.

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 04076 Name M.V. "BLYTH NAVIGATOR"  
 Owners Blyth Dry Docks & Shipbuilding Co. Ltd. Managers Moller Line (U.K.) Ltd.  
 Engines made By Harland & Wolff Ltd. Gross tons 5375 Date of build 2/1926  
 No. of Main Engines 2 No. of Screws 2 Type 2 Oil engines 4 SA, each 6 Cyl's.  
 No. of Main Boilers -- W.P. -- 630 x 960 mm  
 No. of Donkey Boilers 1 W.P. 110 lb. Records of Survey & Special Notations as per Register Book  
 Surveyed Afloat or in Dry Dock both  
 Nature of Survey Docks., Cont. Survey of Eng's.  
 Was Damage Report issued? No. Int. Cert. Yes  
 Last Report (For Head Office only)

Hull	Machinery
* 100 A1 with fbd.	* LMC
Carrying vegetable oil in	Engines CS 5/54
DT.,	Boilers d 2/57
SS. (Dr.) 5/54 Blyth	TS CL p.&s. 11/55
Docking 8/57	

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 S. 2,6 mm Oil Glands Sea Connections  
 Fastenings good Has Screwshaft Tubeshaft been drawn? No P. 2.0 mm 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 STARBOARD  
 1 Cyls., Covers, Pistons & Rods Cylinder covers No. 3 and 4, considered No. 2 - good  
 2 Valves & Gears see under good. see under  
 3 Connecting Rods, Side Top Ends & Guides Centre  
 4 Crankpins & Side Bearings Centre  
 5 Journals & Bearings No. 8 - good No. 8 - good  
 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 Layers  
 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  
 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  
 Have Main Engines been tested working and manoeuvring?  
 OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is in efficient condition and eligible in my opinion to remain as classed with fresh record of CONTINUOUS SURVEY OF ENGINES (with date), when the present survey cycle has been completed, DONKEY BOILER SURVEY 12/57 now, subject to valve gears of both main engines being re-examined and dealt with as necessary by completion of Special Survey, due 5/58, as previously recommended.

Date of Committee

Decision

50m, 6, 56. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

002449-002456-0181/2



32 Essential Independent Pumps (Identify by position)

33 Bidge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

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

35 Fresh Water Coolers

36 Independent Air Compressors, Coolers & Safety Devices

37 Air Receivers & Safety devices—Main

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators

44 Steering Machinery

38 Lub. Oil Coolers

39 Heaters (state service)

40 Auxiliary

43 Have Evaporator Safety Valves been tested under steam?

45 Windlass

46 Fire Extinguishing Arrangements

good

AUXILIARY ENGINES (Identify by position)

# ELECTRICAL EQUIPMENT

PROPULSION

PORT

STARBOARD

AUXILIARY EQUIPMENT

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

l Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

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

MAIN

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to

Sat.

Spt.

Boiler Securing Arrangements

Main Economisers

Steam Heated Steam Generators

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

Steam Generator Safety Valves Adjusted to

yes

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnel efficient.

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Were Copper Pipes annealed?

Auxiliary (over 3 in. bore)

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)

The valve gears of both main engines remain to be re-examined and dealt with as necessary by completion of Special Survey, due 5/58, as previously recommended. The valve gears of the cylinders now opened for Continuous Survey of Engines and for S.R.L. were generally examined previous to refit and were considered to be efficient meantime. Nothing done now as regards the above subject of class.

## MACHINERY REPAIRS (WEAR)

Starboard main engine No. 2 cylinder liner renewed (worn), jacket tested with new liner in place with good results.

Adjustments of minor nature to main engine journal bearings now opened were effected at this time.

## BOILER REPAIRS

All boiler mountings overhauled with renewals to seats and spindles as found necessary.

## NOW DONE FOR SRL.

Port main engine Nos. 3 and 4 cylinder covers specially examined as previously recommended.

Cont'd. *gmb.*

Cont. Survey of Eng. Survey fees

DBS.

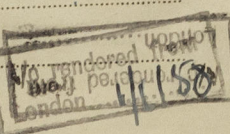
Repairs

Damage fee

Expenses...

2. 0. 0.

Date when A/c rendered



Rpt. 9a

Port of

EMDEN

Continuation of Report No. 190

dated

19.12.1957.

on the

## "BLYTH NAVIGATOR"

## REPAIRS FOR SRL.

The port main engine Nos. 3 and 4 cylinder covers opened out with their valves and the valve gear removed. Covers examined in their entirety and where previously repaired by metalock, tested hydraulically on completion and, whilst no movements or alterations on cracks, as they were found sealed, could be noted and covers found tight, the above repair is considered to be accepted as a permanent one and the above item is recommended to be deleted from the S.R.L. *gmb.*