

Rpt. 9

Date of writing report 6th June, 1960.

Received London

Port SINGAPORE.

20 JUN 1960

No. 14020

Survey held at SINGAPORE

No. of visits Seven

First date 11-5-60

Last date 2-6-60

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 05238 Name M.V. "BURSA"

Gross tons 3738 Date of build 9-1944

Owners SHELL PETROLEUM CO. LTD.

Managers -

Port of Registry LONDON.

Engines made 9-1944 By WM. DOXFORD & SONS.

Type Oil Engine 2SA 3Cy.

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 1 db w.p. 150 lb.

Surveyed Afloat or in Dry Dock Both

Nature of Survey Dkg. TSCL. ABS. CS. Condition of Class.

Was Damage Report issued? No Int. Cert.? Yes.

Last Report (For Head Office only)

Hull	Machinery	
+100A1 oil tanker.	+LMC CS	11/57
	DBS	7/59
Dkg.	TSCL	9/58M
SS(Dr)	SPS	7/59
	Mchy Aft.	

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 Close Oil Glands - Sea Connections Not exd.

Fastenings Good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 16-5-60 Has Shaft been changed? No

Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? No

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side No. 2 Good. Centre Nos. 2 & 3 Good.

4 Crankpins & Bearings Side No. 2 Good. Centre Nos. 2 & 3 Good

5 Journals & Bearings Nos. 3 & 4 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 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 Good

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 Salt Water Circulating - Good.

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship, so far as now seen is eligible in my opinion to remain as classed with notation of screwshaft seen (CL) 5,60 and fresh record of ABS 5,60 now and CS with date when the survey has been completed without special condition re. the propeller.

Date of Committee THURSDAY 7 JUL 1960

Decision ABS 5, 60 without Spl. Dr  
TS 5, 60

Noted for Header

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W. J. Taylor  
Engineer Surveyor to Lloyd's Register of Shipping

002457-002464-0256 1/2

If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

on the ~~S.S.~~M.S. "BURSA"

BOILER REPAIRS:-

Two lower row shell/C.C. stays (Stbd) fractured, now renewed.

Star fractures approx. 1 1/2" long noted in boiler back end plate in way of lower and second row (s) centre combustion chamber end stays.

Stays removed and fractures trepanned out. Spiggotted compensating plates made, fitted and electrically welded to plate and new stays refitted.

Boiler subsequently hydraulically tested and found sound and tight.

W. A. Taylor

32 Essential Independent Pumps (Identify by position) Boiler Fuel (Stbd); Oil Fuel Transfer (Stbd); Boiler Feed (Aft)-All
33 Bilge, 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 Lub. Oil Coolers
37 Heaters (state service) Blr. Oil Fuel (Upper)-Hyd. T. - Good.
38 Independent Air Compressors, Coolers & Safety Devices Starboard - Good.
39 Air Receivers & Safety devices - Main Starboard - Good
40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators
43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery
45 Windlass
46 Fire Extinguishing Arrangements
AUXILIARY ENGINES (Identify by position)
Starboard Air Compressor Driving Engine - Good.

ELECTRICAL EQUIPMENT

Table with columns: PROPULSION, PORT, STARBOARD, AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, Generators & Governors, Motors, Switchboards & Fittings, Circuit Breakers, Cables, Insulation Resistance, Steering Gear Generators and Motors, Navigation Light Indicators.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN AUXILIARY, DONKEY & PRESS Good (11-5-60).

Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to Sat. 150 lb. per sq. inch. Spt.
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? 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)

DAMAGE REPAIR & CONDITION OF CLASS

Propeller, stated damaged by striking a submerged object whilst on passage from Pladju to Belawan on a date not specified (please see Sng Rpt.No.13222), now removed and new bronze spare fitted without and with key and found satisfactory. New propeller marked. R.I.H. 4964 SCIMITAR LLOYDS DMC 23-10-59 Dia. 15' 0" Pitch varying 12.55 at 4' 8 1/2" RAD. SURFACE 86.5 sq. ft. Weight 6 tons 18 hundredwt.

It is recommended that the item re. the propeller be now deleted from the S. R. List.

WEAR AND TEAR REPAIRS.

Stern bush wood worn, rewooded entirely.

Main Engine Nos. 2 & 3 centre bottom end spherical landings heavily ridged on connecting rod foot and bearing shells, now ground and satisfactorily adjusted.

Oil fuel transfer pump and boiler fuel pump cylinders barrelled now rebored and new pistons made and fitted.

LEAVE THIS SPACE BLANK

Survey fees ... \$150 CS
\$105 TSCL
\$120 ABS
Repair ... \$100
Expenses .. \$ 15

Date when A/c rendered 9/6/64

Cont.