

Rpt. 9

22 MAY 1959

Date of writing report 11/5/59 Received London Port Calcutta No. 18839
Survey held at Calcutta No. of visits 8 First date 21/12/58 Last Date 11/5/59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R. B. 59613 S.S. Name "EMPIRE OBERON" Gross tons 242 Date of build 1943-1
Owners Commissioners for the Port of Calcutta Managers / Port of Registry Calcutta
Engines made Bury By Walmsleys (Bury) Ltd. Type T 3 Cy.

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1 SB W.P. 210 lb
No. of Aux/Donkey Boilers - W.P. -
Surveyed Afloat or in dry Dock Both
Nature of Survey Docking, TS, MBS, Damage.
Was Damage Report issued? No Int. Cert? Yes Repairs.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book	
Hull	Machinery
+100 A1	+LMC - 12/56
1/58	M - 1/58
SS, Cal. 12/56	OG - 7/56

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 77/1000" Oil Glands Good. Sea Connections not exd.
Fastenings Good. Has Screwshaft/Tubeshaft been drawn? Yes. Date of Examination 7/2/59 Has Shaft been changed? No.
Has Shaft now fitted been previously used? Yes. Has Shaft now examined/fitted a continuous liner? No. Approved Oil gland Yes.

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

- 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 SHAFT & BEARINGS
- 25 HOLDING DOWN BOLTS & CHOCKS
- 26 CONDENSERS (MAIN & AUX.)
- 27 STEAM RE-HEATERS
- 28 DE-SUPERHEATERS
- 29 STOP & MANŒUVRING VALVES
- 30 MAIN ENGINE DRIVEN PUMPS
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

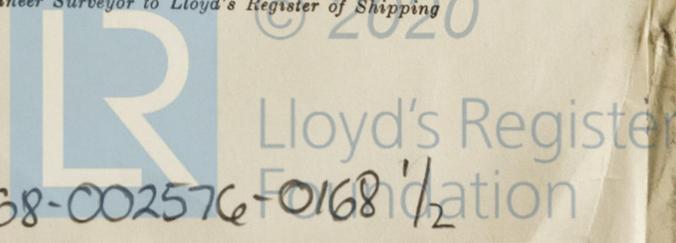
Have Main Engines been tested working and manœuvring?
OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this vessel as now seen is in efficient condition and eligible in my opinion to remain as Classed and to have fresh records of MBS 12/58 and TSOG 2/59 now subject to main engine bedplate repair (aft transverse girder Metalocked) being specially examined and dealt with as may be considered necessary before the end of November, 1959.

TUESDAY - 9 JUN 1959

Date of Committee
Decision As above, subject T 22, 59 MBS 12, 58

E. D. Cook
E. D. COOK,
Engineer Surveyor to Lloyd's Register of Shipping

Noted for Header



002568-002576-0168 1/2

If certificate is required state where to be sent

- 32 Essential Independent Pumps (Identify by position).....
- 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).....
- 38 Independent Air Compressors, Coolers & Safety Devices.....
- 39 Air Receivers & Safety Devices—Main..... 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).....

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators.....			l Generators & Governors.....
b Exciters.....			
c Air-Coolers.....			m Motors.....
d Motors.....			
e Air-Coolers.....			n Switchboards & Fittings.....
f Control Gear, Cables, etc.....			o Circuit Breakers.....
g Insulation Resistance.....			p Cables.....
h Insulating Oil Test.....			q Insulation Resistance.....
i Overspeed Governors.....			r Steering Gear Generators & Motors.....
j Magnetic Couplings.....			s Navigation Light Indicators.....
k Air Gap.....			

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

MAIN 21/12/58 Good. AUXILIARY, DONKEY or PRESS

Superheaters.....

Safety Valves..... Good.

Mountings, Doors & Fastenings..... Good.

Safety Valves Adjusted to { Sat. 210 lbs. Good. 28/4/59.

Boiler Securing Arrangements..... Good.

Main Economisers..... Exhaust Gas Heated Economisers.....

Steam Heated Steam Generators..... Steam Generators safety Valves Adjusted to.....

Were Oil Burning System & Remote Controls Examined working in accordance with Rules? None. 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)

For further particulars please see our letter of 20th March, 1959 and Approved Plan No. 13493 which shows in detail fractures through corners of main engine bedplate transverse girder at aft end.

At request of Owners Supt. attended vessel on account of Damage to main engine bedplate stated caused when drawing propeller to remove screw shaft for survey.

On examination the aft transverse girder of the bedplate was found fractured at both corners as indicated on above Plan.

The Supt. requested that repairs other than renewal of the bedplate be considered. Now Done Damage Repairs (temporary): main engine bedplate fractures closed and

"Metalocked", repair reinforced by 2 shaped steel plates 5/8" and 3/4" thick respectively connected by 3/4" through bolts in transverse girder and 3/4" set pins in both transverse and longitudinal girder as shown on above Plan.

The repair examined under full working conditions ahead and astern and on completion of a sustained ahead trial, all found satisfactory.

12...

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Survey fees Docking. Rs. 70/-
MBS. Rs. 225/-
TS. Rs. 135/-
Repairs Bedplate. Rs. 500/-

Damage fees
Expenses... .. Rs. 64/-

Date when A/c rendered 12 - 5 - 59.

It is recommended that main engine bedplate repair (aft transverse girder "Metalocked") being specially examined and dealt with as may be considered necessary before the end of November, 1959.

C.S.G.