

Rpt. 9

Date of writing report 18th May, 1957.

Received London

11 JUN 1957

Port CARDIFF.

No. 60109

Survey held at CARDIFF.

No. of visits 15

First date 15th April Last date 16th May, 1957.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 91672 Name M.V. "ASTURIA" Gross tons 10000 Date of build 12 - 1938

Owners Sameiet Adour Managers K Salvesen & Sonner Port of Registry Kragero

Engines made 1938 By Burmeister & Wain, Copenhagen. Type Oil Eng. 4SA 7Cy.

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. 180 lb.

Surveyed Afloat or in Dry Dock Both.

Nature of Survey Docking, Damage, CS. Part DBS.

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

Last Report (For Head Office only)

Table with columns for Hull and Machinery. Hull: 100 A1 ore carrier, 3-56, S.S. Rou 3-56. Machinery: LMC, CS 3-56, d 3-56, CL 8-55. 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 3/32" Oil Glands - Sea Connections Good
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 STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears All Good
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre No. 1 Good
5 Journals & Bearings Nos. 1, 5 & 6 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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS Good (see damage)

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS & tie bolts. All Good (see report)

CONDENSERS (MAIN & AUX.) Good (tested)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

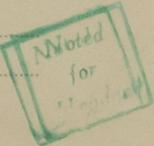
MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

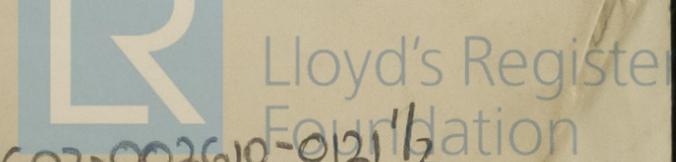
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is in efficient condition and eligible in my opinion to remain as now classed with fresh record of DBS (Donkey Boiler Survey) 1-57 as previously recommended and with fresh record of CS (Continuous Survey of Engines) with date when the survey has been completed subject as previously to No. 6 M.E. cylinder cover being re-examined by the end of January, 1958 (12 months' limit) & subject amendment (now) to tie bolt between Nos. 2 & 3 M.E. cylinders (p.s.) being re-examined and dealt with as necessary by the end of May, 1958 (12 months' limit).

THURSDAY 11 JUL 1957

Date of Committee Decision As now subject DBS 157



Handwritten signature and title: Engineer Surveyor to Lloyd's Register of Shipping



002602-002610-0121/2

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) Bilge (s.s.c.), Diesel Oil Transfer (s.s.c.), Sanitary (s.s.c.)
 Boiler Fuel Transfer (s.s.c.a.), Fan Engine (s.s. Boiler Flat) - Good
 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 Good (tested); Fuel valve diesel oil cooler - Good.
 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 Good 45 Windlass Good 46 Fire Extinguishing Arrangements Good (see report)

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT		Part AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
a	Generators		1 Generators & Governors
b	Exciters		
c	Air Coolers		m Motors
d	Motors		n Switchboards & Fittings Good (see report)
e	Air Coolers		o Circuit Breakers Good (see report)
f	Control Gear, Cables, etc.		p Cables Good (see report)
g	Insulation Resistance		q Insulation Resistance Good (see report)
h	Insulating Oil Test		r Steering Gear Generators and Motors
i	Overspeed Governors		s Navigation Light Indicators
j	Magnetic Couplings		
k	Air Gap		

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
 MAIN AUXILIARY, DONKEY & PRESS Port 9.5.57. Good
 Superheaters Port 9.5.57. Good
 Safety Valves Port 9.5.57. Good
 Mountings, Doors & Fastenings p & s 160 lbs. Good
 Safety Valves Adjusted to { Sat. Port Good
 { Spt.
 Boiler Securing Arrangements Exhaust Gas Heated Economisers
 Main Economisers Steam Generator Safety Valves Adjusted to
 Steam Heated Steam Generators Forced Circulating Pumps
 Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes Funnel Good
 Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

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 - Stated to have been sustained due to fire occurring in stokehold at 5-30 pm on 14.4.57
 Found - Various electric circuits in stokehold perished. Thrust block previously opened for survey; filled up with water and foam, and portable extinguishers in E.R. and stokehold emptied.
 Now Done for CS & Damage Repairs. Various electric circuits in stokehold renewed; megger tested and found satisfactory. Thrust block cleaned, examined and found satisfactory. Portable extinguishers recharged.
 Now done for CS & Repairs. (Wear & Tear). All E.R. electric circuits from main board renewed, megger tested, and found satisfactory. 16 thrust block holding down bolts renewed. Spare fan engine crankshaft made from tested material placed on board.
 All M.E. rocker arm bushes and pins renewed.
 Now done for part DBS Repairs (Wear & Tear) port boiler.
 Port wing furnace - 28 c.c. stays and 6 crown stays renewed.
 Centre (gas) furnace - 14 plain tubes renewed.

LEAVE THIS SPACE BLANK

Survey fees Part CS.	£15. 0. 0.
(Opn) DBS.	£ 8. 0. 0.
Mchy. Rprs.	£26. 5. 0.
DB. Repairs	£ 5. 5. 0.
Damage Repairs	£10. 10. 0.
Expenses	5. 0.
Date when A/c rendered	31.5.57

-2-
 "ASTURIA"

Starboard wing furnace - 17 c.c. stays and 8 crown stays and 1 stay tube renewed. Grooving in starboard furnace goose neck veed through plate and welded. Wastage of starboard furnace corrugations and end plating in way starboard internal feed pipe built up with welding. Distance piece through smoke-box from starboard check valve and boiler front renewed. Port & starboard internal feed pipes renewed, boiler hydraulically tested on completion of repairs and found satisfactory.

S.R.L. Tie bolt between Nos. 2 & 3 M.E. (p.s.) to be renewed by 5-57. This tie bolt specially examined at this time and considered to remain efficient. New tie bolt is now on board but Owners' Superintendent requests this to be carried as spare. All tie bolts checked and adjusted at this time.

It is submitted that Owners' request for further examination of this tie bolt in 12 months' time merits the favourable consideration of the Committee.

S.R.L. Amendment. Tie bolt between Nos. 2 & 3 M.E. cylinders (ps) being re-examined and dealt with as necessary by the end of May, 1958 (12 months' limit).

S.R.L. No. 6 M.E. cylinder cover to be re-examined by end of January, 1958 (12 months' limit). Nothing done at this time but stated to be continuing efficient.

Copy of Interim Certificate forwarded to Surveyors, Oslo.

J. Bradburn + B. Barrett