

Rpt. 9

Date of writing report 16.5.56  
Survey held at ROUEN

Received London  
No. of visits 18

Port ROUEN No. 827  
First date 6.10.55 Last date 20.3.56

25 MAY 1956

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 34476. Name M.V. "ASTURIA" Gross tons 9999 Date of build 1938-12  
Owners Sameiat Adour Managers K. Salvesen & Sonner Port of Registry Kragero

Engines made 1938 By Burmeister & Wain Type 4 S.A.  
No. of Main Engines 1 No. of Screws 1

No. of Main Boilers - W.P. -  
No. of Aux/Donkey Boilers 2 W.P. 180 Lbs.

Surveyed Afloat or in Dry Dock Both  
Nature of Survey (C.S.) D.B.S.

Was Damage Report issued? Int. Cert.?  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

| Hull                        |       | Machinery  |       |
|-----------------------------|-------|------------|-------|
| 100 AI                      | 8,55  | L.M.C. C.S | 12,53 |
|                             |       | D.B.S.     | 11,54 |
| S.S. Bkn.                   | 12,53 | T.S.C.L    | 8,55  |
| Carrying petroleum in bulk. |       | 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 2 m/m Oil Glands - Sea Connections Good  
Fastenings 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      | All Good                         |           |
| 2 Valves & Gears                     | All Good                         |           |
| 3 Connecting Rods, Top Ends & Guides | Side All Good<br>Centre All Good |           |
| 4 Crankpins & Bearings               | Side<br>Centre                   |           |
| 5 Journals & Bearings                | All Good except No. 1 †          |           |

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  
17 SUPERCHARGERS Good

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 Good  
24 INTERMEDIATE SHAFTS & BEARINGS Good  
25 HOLDING DOWN BOLTS & CHOCKS Good  
26 CONDENSERS (MAIN & AUX.) Aux. Good  
27 STEAM RE-HEATERS  
28 DE-SUPERHEATERS  
29 STOP & MANOEUVRING VALVES  
30 MAIN ENGINE DRIVEN PUMPS All Good

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

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this Vessel is eligible in my opinion to remain as classed with fresh record of †L.M.C. C.S 3,56 and D.B.S. 3,56 subject to main engine No. 1 crank after web and Journal being re-examined by March 1957.

Date of Committee FRIDAY 19 OCT 1956  
Decision See Inv. 11.330D

30m, 5, 54. T.

© 2021  
Engineer Surveyor to Lloyd's Register of Shipping  
Lloyd's Register Foundation  
002602-002510-0126/12

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

If certificate is required state where to be sent.

25 MAY 1956

32 Essential Independent Pumps (Identify by position). Starbd. Eng. Room:- Bilge pump, both oil fuel transfer, fire, stand water port side eng. room:- Ballast pump, Forward pump room:- Ballast pump, oil fuel transfer, Starbd. midship pump room:- Ballast, bilge.

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)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices—Main 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 Good
45 Windlass Good
46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) Port side forward new auxiliary Diesel generator engine good.

Table with columns: PROPULSION, PORT, STARBOARD, ELECTRICAL EQUIPMENT, AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, etc.

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? Yes
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)

CONVERSION TO ORE CARRIER :- The existing cargo tank ballasting system with pumping plant now fitted in No. 4 side tanks port and starbd. (newly formed pump room) has been modified to deal with side tanks and double bottom; the centre tanks space now being Nos. 1 & 2 cargo Holds. A new bilge pumping arrangement utilising original stripping pumps now fitted in No. 4 side tanks port and starbd. has been fitted for drainage of cargo holds from wells situated at forward and after ends of each hold port and starboard.

The construction and arrangements have been carried out in accordance with approved plans, Secretary's letters and Rules of the Society and on completion tested under working conditions and found satisfactory.

REPAIRS (WEAR & TEAR) :- Main engine:- No. 7 cylinder liner replaced with spare. All main bearings re-metalled and crankshaft brought to correct alignment. Connecting rod top end bearings and crankpin bearings re-metalled. Holding down arrangements overhauled and re-checked where found necessary. Donkey Boilers:- Starboard Boiler I combustion chamber stay renewed. main stop valve seat renewed, safety valve springs renewed. Port Boiler:- Water level indicators renewed, hydraulically tested to

Survey fee ... C.S. 70,000 Fes. D.B.S. 20,000 "
Damage fee ... 30,000 "
Repairs (W & T) ... 40,000 "
Expenses... 15,000 "
SPECIAL ATT'Y 20,000 "
Date when A/c rendered 12.5.56

Rpt. 9a. Port of ROUEN Continuation of Report No. 827 dated 16.5.56 on the "ASTURIA"

REPAIRS DAMAGE:- Attributed to lack of water in port Boiler when under working conditions at Rouen March 1956. Found leakage from expanded ends of plain tubes and combustion chamber stays in both combustion chambers; starboard combustion chamber back plate buckled locally and port furnace deformed.

PERMANENT REPAIRS NOW DONE:- All plain tubes in starboard combustion chamber and the 5 top rows in port combustion chamber renewed; IO combustion chamber stays in way of buckled combustion chamber back plate renewed larger size; port furnace faired to good contour and a small number of combustion chamber stays caulked. On completion of repairs boiler examined under hydraulic pressure of 150 Lbs. sq. in. and found sound and tight.

ADDITION ELECTRICAL:- A new 45 KW Diesel Engine driven generator particulars as under has been installed, Port side forward engine room 2 metres from existing switch board and connected thereto with cable 2 conductors 323 m/m2, sectional area V.I.R. insulation lead sheathed armoured and double pole overload circuit breaker in accordance with the Rules of the Society and on completion satisfactory tests in accordance with Rule Requirements carried out. Makers: Ets. Jacquet, 45 KW, 110 Volts, 410 Amperes, R.P.M. 750 compound wound.

SPECIAL REASONS LIST:- Main Engine No. 1 crank after web and Journal specially examined and found to continue efficient without change in displacement between Journal and web as shown by reference mark. Re-examination is recommended by March 1957.

Handwritten signature

Handwritten notes and scribbles in the bottom left corner.

LEAVE THIS SPACE BLANK