

Rpt. 9

Date of writing report 16.5.56

Received London

Port. ROTHEN

No. 827

Survey held at ROTHEN

No. of visits 18

First date 6.10.55

Last date 20.3.56

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 Kragaro

Engines made 1938 By Burmeister & Wain Type 4 S.A.

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 Aux/Donkey Boilers 2 W.P. 180 Lbs.

Surveyed Afloat or in Dry Dock Both Conversion to Ore Carrier

Nature of Survey (C.S.) D.B.S.

Was Damage Report issued? Int. Cert.?

Last Report (For Head Office only)

Hull	Machinery
100 AI 8.55	L.M.C. C.S 12.53
S.S. Bkn. 12.53	D.B.S. 11.54
Carrying petroleum in bulk.	T.S.C.L 8.55
	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

4 Crankpins & Bearings Side All Good

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

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS Good

INTERMEDIATE SHAFTS & BEARINGS Good

HOLDING DOWN BOLTS & CHOCKS Good

CONDENSERS (MAIN & AUX.) Aux. Good

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS All Good

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

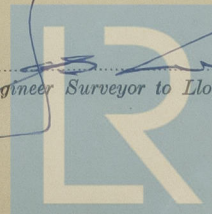
No. 1 crank after web and Journal being re-examined by March 1957.

FRIDAY 19 OCT 1956

Decision See hwe. 11.33.0

30m, 5.54. T.

Engine Surveyor to Lloyd's Register of Shipping



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002602-002510-0126 12

If certificate is required state where to be sent.

25 MAY 1956

Rpt. 9a.

Port of ROUEN

Continuation of Report No. 827

dated 16.5.56

on the "ASTURIA"

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.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls. Good

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.

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators.....			1 Generators & Governors.....
b Exciters.....			
c Air Coolers.....			m Motors.....
d Motors.....			n Switchboards & Fittings.....
e Air Coolers.....			o Circuit Breakers.....
f Control Gear, Cables, etc.....			p Cables.....
g Insulation Resistance.....			q Insulation Resistance.....
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 or PRESS. Port Good 11.3.56
Starboard Good 9.2.56

Superheaters.....

Safety Valves.....

Mountings, Doors & Fastenings.....

Safety Valves Adjusted to (Sat.....
Spt.....

Boiler Securing Arrangements.....

Main 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 Efficient.

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)

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 1 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 Fcs.
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

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.

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