

20 NOV 1958

WRECK  
SECTION

118 NOV 1958

Rpt. 9

Date of writing report.....  
Survey held at BELFAST  
Received London.....  
No. of visits 4  
Port BELFAST  
First date 11-11-58  
Last date 14-11-58  
No. 16554

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 05142 Name M.V. CALLISTO  
Gross tons 5844 Date of build 6-1951  
Owners N.V. MAATS ZEEVAART Managers H. D. G. & V. E. R. N.V.  
Port of Registry ROTTERDAM  
Engines made 1951 By RICHARDSONS WESTGARTH Type.....

Records of Survey & Special Notations as per Register Book			
Hull		Machinery	
100 AI	4-58	LMC CS	2-56
S.S. Rot	2-56	PBS	11-57
		T.S.C.L.	4-58

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..... Wear Down of Stern Bushes..... Oil Glands..... Sea Connections.....

Fastenings..... Has Screwshaft Tubeshaft been drawn?..... 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.)

1 Cyls., Covers, Pistons & Rods No. 4 GOOD

2 Valves & Gears No. 4 GOOD

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 SHAFTS & BEARINGS.....

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.....

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

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is in a safe working condition, eligible in my opinion to remain as now classed and have a fresh record of C.S. (with date) when the survey is completed and P.B.S. 2-58 when the Cochran boiler safety valves are adjusted under steam and the oil fuel burning and steam smothering arrangements of this boiler are examined & tested.

Date of Committee THURSDAY 27 NOV 1958  
Decision AS SHIP



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 SCOTCH BOILER ONLY.....

AUXILIARY ENGINES (Identify by position).....  
.....  
.....

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
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 and 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..... AUXILIARY, DONKEY or PRESS.....  
.....  
Superheaters.....  
Safety Valves.....  
Mountings, Doors & Fastenings.....  
Safety Valves Adjusted to { Sat.....  
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? SCOTCH BOILER ONLY Forced Circulating Pumps.....  
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... 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)

Repairs Main Engine

no 4 cylinder lines found cracked & leaking, each approx 4" above indicator port and about 9" long on vertical axis  
how done: has cylinder lines fitted (ships spare)  
Identification No. 384 R 1438/51 LLOYDS TEST 6016 TAO 3-1-52

P.B.S.

To complete for the record of D.B.S 2-58 the boiler safety valves remain to be adjusted under steam and the oil fuel burning and steam smothering arrangements of this boiler to be examined & tested. The burners representative stated the survey would be completed on vessels return to the U.K. from her present voyage.

LEAVE THIS SPACE BLANK

Survey fees PAR.C.S. £ 8-0-0

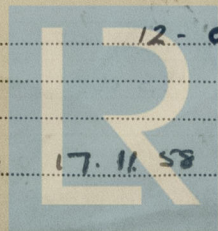
Damage fee .....

Expenses... .. 12-0

Date when A/c rendered. 17. 11. 58

It is submitted that the vessel WILL BE eligible for the record D.B.S 2-58 when the survey has been completed. as per  
Edo Report  
24/11/58

D.B.S due 11.58 fully tall 2.58 now advised



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