

Rpt. 9

Date of writing report 3.2.58

Received London 7 FEB 1958

Port Emden

No. 196

Survey held at Emden

No. of visits 8

First date 7.1.58

Last date 21.1.58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 02784 S.S. Name ~~XXX~~ "AYDIN" Gross tons 7715 Date of build 1945
 Owners D.B. Deniz Nakliyat T.A.O. Managers -- Port of Registry Istanbul
 Engines made 1945 By Westinghouse Elec. & Mfg. Co. Type 2 steam turbines DR geared to sc. shaft
 No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers 2 WTB W.P. 525 lb. Spt. 465 lb. Records of Survey & Special Notations as per Register Book

	Hull	Machinery
No. of Aux./Donkey Boilers	100A1	LMC 8/53
Surveyed Afloat or in Dry Dock	SS H.Kg 8/53	Lloyd's RMC RS 5/54
Nature of Survey	DS 6/57	MBS 7/57
Was Damage Report issued?		TS CL 5/56
		SPS 8/53

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.

4598 - Jet

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.) 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 Coilers & 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 See below
 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 & MANGUEVRING 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 with fresh record of MBS 1/58 when the safety valves have been adjusted and the O.F. burning installation examined working, subject to the main propulsion gearing to be further specially examined not later than May 1958 (4 mos. limit).

Date of Committee TUESDAY 18 FEB 1958
 Decision ES 7.57 subject (m)
 SS 15T 7.57 with endorsement (W)

For G.Maskos & self:-

H. Bumpstedt
 Engineer Surveyor to Lloyd's Register of Shipping

MADE AND PRINTED IN ENGLAND

CERTIFICATE WRITTEN.

007653-006558-01782

Lloyd's Register Foundation

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 **good** 43 Have Evaporator Safety Valves been tested under steam? **No**

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

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

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

MAIN **port & starboard: 21.1.58**

Superheaters **good**

Safety Valves **good**

Mountings, Doors & Fastenings **good**

Safety Valves Adjusted to { Sat. -
Spt. -

Boiler Securing Arrangements **good**

Main Economisers **good** 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? - Forced Circulating Pumps -

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? - 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)

Damage stated alleged sustained vessel on passage from Akcay to Emden loaded, when she was experiencing boiler trouble stated due to contamination of feedwater. The Chief Engineer stated that the evaporator and its distiller condenser has given continuous trouble during the last voyage.

Now done for damage:- Evaporator and distiller condenser examined, opened out. Both boilers and their superheaters, economisers and general mountings examined throughout, all found or placed in satisfactory condition.

Repairs on account of damage:-
Machinery repairs:- Evaporator cleaned and tested and found satisfactory. Distiller condenser completely opened out with its tubes drawn, baffle plates removed. Condenser completely retubed this time with all the baffle plates renewed, tested on completion of all repairs and found satisfactory. (a big number of tubes wholly or partly split), (baffle plates found partly loose).

Boiler repairs:- Both boilers brick setting now renewed (badly split and partly collapsed). Both boilers 4" side wall tubing (4") overhauled, plugged tubes renewed. Both boilers 1 1/4" generator tubes overhauled and a total number of 30 tubes renewed (badly sagged). /contd./....

Survey fees ... MBS DM 240.00
Repairs DM 120.00

Damage fee ...

Expenses... DM 48.00

Date when A/c rendered

S/S "AYDIN"

Boiler Repairs:- (contd.)

Both boilers' superheating tubing 1 1/4" overhauled coils found plugged or badly sagged now renewed.

Both boilers economiser tubes overhauled. The port boiler economiser completely retubed whilst a number of tubes found scorched and the remainder found sagged and damaged by rattling in their fastenings. The starboard boiler economiser found satisfactory. Both the above economisers tested hydraulically on completion and all found satisfactory.

Now done for S.R.L.:-

Main propulsion gearing specially examined and dealt with as necessary, as previously recommended.

The Owners' Representatives stated that approximately 6 months ago the quality of the main propulsion machinery circulating lubricating oil was changed into high duty H.P. oil and that since that time the above gearing was performing with satisfactory results.

Repairs now carried out:-

Bearing examined with all the inspection doors removed and pittings on pinions and wheels, all over the contact bearing faces on the ahead side apparently found forming back, except the H.P. side, 2nd reduction pinion and big wheel teeth top edges to forward run found scuffed all over the contact face bearing length. As no facilities were given to deal with this gearing at this time and as stated by the Owners' Representatives, arrangements already have been made to the order new parts necessary for a complete overhaul of the gear, it was considered that the above gearing, as now seen, is further on efficient for a period of 3 - 4 months and it was recommended the above gear to be further specially examined not later than May 1958 (4 mos. limit).

The circulating lub. oil double filter, magnetic insert pieces were tested at this time, magnetic parts were replaced by new material as found necessary and filter was placed in efficient working order.

Messrs. Mobil Oil, the lub. oil suppliers' tests and analysis have now been examined and the circulating lub. oil as per specimen tests now witnessed was considered to be satisfactory.

For G.Maskos & self:-

H. Bunnhelt
Surveyor to Lloyd's Register
of Shipping

