

WRECK SECTION

Rpt. 9

Date of writing report 16.8.60
Survey held at Grangemouth

Received London
No. of visits 1

Port GLASGOW
First date and

No. 91597
Last date 28th July, 1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 55542 S.S. "CALTEX NEDERLAND"
Name M.V. Maats.
Gross tons 8223 Date of build 1937-5
Owners N.V. Nederl. Pacific Tankv. Managers
Port of Registry The Hague
Engines made 1937 By N.V. Wilton-Fijenoord, Schiedam Type Oil Engine 2 SA 7 cyl. M.A.N.

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers 2 W.P. 200 p.s.i.
Surveyed Afloat or in Dry Dock afloat
Nature of Survey Engine Repair
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100A1	+ LMC
Oil Tanker	CS 2,58
S.S. (Dr) 2,58	DBS 6,59
Docking 6,59	TSCL 6,59
	SPS 12,56
LF at Btm. & Dk.	Oil Engine

6720 - Gal.

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.

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

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 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

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is in good condition and eligible, in my opinion, to remain as now classed without fresh record of survey.

Date of Committee GLASGOW 31 AUG 1960
Decision Referred for DBS

Noted for Header

R.M. Nicholson
Engineer Surveyor to Lloyd's Register of Shipping
(R.M. NICHOLSON)

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 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

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PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	PORT	STARBOARD
a Generators	AUXILIARY EQUIPMENT	
b Exciters	l Generators & Governors
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

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? Forced Circulating Pumps

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

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)

NOW DONE :-

Attended on board on account of reported damage to a camshaft driving gear wheel. It was stated that on the 13th July whilst the vessel was voyaging from a Mediterranean to a U.K. port an irregular sound was detected in the running tone of the main engine. A camshaft examination revealed that the initial driving gearwheel for the camshaft had fractured from the edge of the keyway to the root of one tooth. The gearwheel concerned is positioned on the coupling which connects the forward section of the crankshaft to the after section. The ship's staff effected temporary repairs by fitting a spare gearwheel with the existing key. Permanent repairs have now been effected by fitting the spare gearwheel with a new key, and another spare gearwheel has been ordered.

LEAVE THIS SPACE BLANK

Survey fees ... Repair £5. 5. --

Damage fee ...

Expenses... .. £- 10. --

Date when A/c rendered. 31 AUG 1960



Noted
 07/16/60
 6.9.60
 J.P.P.
 comm.