

Rpt. 9

Date of writing report 27/4/62 Received London Port Oslo No. 9521
Survey held at Sandefjord No. of visits 4 First date 30-1-62 Last date 14-4-62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 04759 Name M.V. "BRALANTA" Gross tons 9608 Date of build 1936-9
Owners A/S Bralanta Managers Ludv. G. Braaten Port of Registry Oslo
Engines made 1936 By Kockums Mek. Verkstads A/B, Malmö Type MAN 2DA. 7 Cy. 600 x 1100 mm.
No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

	Hull	Machinery
No. of Main Boilers	-	-
No. of Aux./Donkey Boilers	2	W.P. 155 lbs.
Surveyed Afloat or in Dry Dock	Both	
Nature of Survey	CS.	
Was Damage Report issued?	No	Int. Cert.? Yes
Last Report (For Head Office only)		

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 None Oil Glands - Sea Connections -
Fastenings Good 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
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre No. 1 - Good.
4 Crankpins & Bearings Side Centre No. 1 - Good.
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

SCAVENGE BLOWERS
16
SUPERCHARGERS
17

MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
19
STEAM COMPRESSORS
20

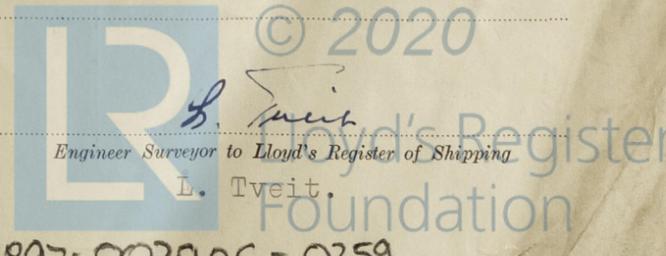
CLUTCHES & HYDRAULIC COUPLINGS
21
REDUCTION GEARING
22
THRUST BLOCKS, SHAFTS & BEARINGS
23
INTERMEDIATE SHAFTS & BEARINGS
24

HOLDING DOWN BOLTS & CHOCKS
25
CONDENSERS (MAIN & AUX.)
26
STEAM RE-HEATERS
27
DE-SUPERHEATERS
28

STOP & MANOEUVRING VALVES
29
MAIN ENGINE DRIVEN PUMPS
30
CRANKCASE DOORS & EXPLOSION RELIEF DEVICES
31

Have Main Engines been tested working and manoeuvring? Yes
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship, so far as now seen is eligible in my opinion to remain as classed in the Register Book with record of ABS. 4/62 and CS. with date when survey completed, subject to starboard boiler slightly set in inboard furnace lower half being specially examined next Boiler Survey as previously recommended.

Date of Committee WEDNESDAY 6 MAY 1962
Decision As now subject ABS 4.62



Yes Has a Survey also been held on Ship? If so, is the Report sent non, or when will it be sent?

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)
 S.S. fwd. throughout - Good.

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators			l 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 AUXILIARY, DONKEY or PRESS
 P. & S. 12/4/62 - Good.

Superheaters Good

Safety Valves Not exd. now.

Mountings, Doors & Fastenings 155 lbs. Good.

Safety Valves Adjusted to { Sat.
 Spt. Good.

Boiler Securing Arrangements Good.

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? Yes - Good. 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)

This ship has been laid up at Sandefjord since last examined as per Oslo Report dated 26/5/62. The Boilers have not been used since last surveyed. Boilers now examined and survey completed as indicated above.

The ship has now been sold to Japan for breaking up and will carry a cargo of oil from a Black Sea port to Japan where she is anticipated to arrive before the end of July.

Chim is subject to the starb. boiler inboard furnace being specially examined at next ABS Docking, 2 CS 17 advanced ABS due 2.60 partly held 1.61 now re-held.

It is submitted that this vessel is eligible for THE RECORD. ABS 4.62 now.

Subject as stated above
14.5.62
Note Surveyor state ship to be broken up and 7.62.

Survey fees ... Kr. 400,-

Damage fee ...

Expenses... Kr. 100,-

Date when A/c rendered... 28-4-62.

