

Rpt. 9 AvdG

110 FEB 1958

Date of writing report 27-1-58

Received London No. of visits 13

Port of ROTTERDAM No. 44821

Survey held at Rotterdam

First date 31-12-57 Last date 15-1-58

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 05800 Name M.V. "CASSIAN SEA" Gross tons 10291 Date of build 1936-7  
Owners Pioneer Shipping Corp. Managers Port of Registry MONROVIA  
Engines made 1936 By F. Schichau GmbH. of Danzig Type Oil Eng. 2S.A. 8 cy. M.N. 912

No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers -- W.P. --  
No. of Aux./Donkey Boilers 3 W.P. 200 lbs. sq/in.  
Surveyed Afloat or in Dry Dock both  
Nature of Survey & G.E. for Postp. of S.S.  
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	+L.M.C., C.S. 12-53
Reclassified 7-46	d 12-56
Dock 12-56	T.S. 10-55 C.I.
S.S. N.Yk. -12,53	
Carrying Petroleum in Bulk.	

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 4 mm. 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? no

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods Nos. 1-2-3-4-5-6 good

2 Valves & Gears Nos. 1-2-3-4-5-6 good

3 Connecting Rods, Top Ends & Guides Side Nos. 1-2-4-6 good  
Centre

4 Crankpins & Bearings Side Nos. 4-6-7-8 good  
Centre

5 Journals & Bearings Nos. 10-9-8-7 good

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 may be continued as now classed with fresh record of C.S., with date, when completed, fresh record of D.B.S. 1-58, when completed, subject to M.E. cylinder covers Nos. 1 and 2 to be specially examined by July, 1958 (6 months limit), governor of inboard generator to be examined and tested under working conditions by July, 1958 (6 months limit) and propeller to be specially examined and dealt with as found necessary next drydocking.

Date of Committee TUESDAY 25 FEB 1958  
Decision Deferred for comp DBS.



Noted

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

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position) Independent S.W. cooling pump Stbd. aft. Port aft ballast pump  
 Emergency fire pump (new)  
 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 all tested - good 36 Lub. Oil Coolers tested - good 37 Heaters (state service)  
 38 Independent Air Compressors, Coolers & Safety Devices Stbd. fwd. good (Steamprime mover not examined)  
 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) Port outboard steam prime mover for generator - good

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

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)  
 MAIN  
 Superheaters Stbd. 31-12-57 good; Port 11-1-58 good  
 Safety Valves  
 Mountings, Doors & Fastenings good  
 Safety Valves Adjusted to Sat. Spt.  
 Boiler Securing Arrangements good  
 Main Economisers Exhaust Gas Heated Economisers 10-1-58 good  
 Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to  
 Were Oil Burning System & Remote Controls examined working in accordance with Rules? NO 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)  
 Wear and Tear Repairs: Main Engine piston No. 5 found cracked, now replaced by spare, found marked: Lloyd's Rot. T.P. 10 kg./sq. cm. 26-7-57 C.B. Telescopic pipes scored, now renewed. The white metal of crosshead bearings Nos. 2 and 6 found badly cracked, now remetalled. Found M.E. cylinder covers Nos. 1-2 cracked in way of starting air pocket. Although acceptable for the present it was recommended to have same specially examined before the end of July, 1958 (6 months limit). The inboard generator governor was found not working. It was recommended to have same repaired and examined under working conditions before the end of July, 1958 (6 months limit). All propeller blades were found wasted and thin at the edges. It was recommended to have same specially examined and dealt with as found necessary next drydocking. All mentioned pumps have been overhauled and minor repairs carried out. A new emergency fire pump was fitted in forward cargo hold and tested with good results. Pump marked: Rapier Ipswich No. 70992 5, motor marked: Pettey type AVA 2 No. 3207281 R 11, 2 RHP. The sea suction of emergency pump has been fitted in forward pumproom. See Continuation sheet 2.



LEAVE THIS SPACE BLANK

Survey fees ... Fls. 450.-  
 Boiler Fee ... Fls. 210.-  
 Electr. fee ... Fls. 85.-  
 Gen. Ex. Fee ... Fls. 180.-  
 Damage fee ...  
 Expenses ... Fls. 65.50  
 Late attendance ... 48.-  
 Date when A/c rendered ... 5 FEB, 1958

m.v. "CASSIAN SEA"

Various seams in centre combustion chamber of starboard boiler and in C. and P. combustion chamber of P. boiler made tight by electric fillet welding. 12 screw stays of C. combustion chamber of port boiler were found broken and have now been renewed. To complete the D.B.S. 1-58 the safety valves of both donkey boilers and exhaust gas boiler remain to be floated under steam, steamsmothering, fuel oil units and remote controls to be examined working. It was stated that this will be done first opportunity. A General Examination for postponement of Special Survey until December, 1958 has been held in accordance with Circular 1959 and found satisfactory. Please see London letter dated 27th November, 1957.

*Signature*