

REPORT OF MACHINERY SURVEYS AND REPAIRS

Received London

(ENGINES AND AUXILIARIES)

REC'D NEW YORK NOV 30 1962

Ship's Name SS/~~MS~~ "CHRISTIAN S."

Gross tons 2884

Is there a rpt. 8? Yes

Port Balboa, C. Z.

Rpt. No. Boa. 4736

No. of visits 15

First date 11 Oct. 1962

Last date 9 Nov. 1962.

Interim Cert. issued & copy herewith? Yes

Damage rpt. issued & copy herewith? No

Last rpt. (H.Q. only)

Date of completing rpt. 26 Nov. 1962

Surveyed at, if different from Port above

Cartagena, Colombia.

Is a rpt. 9B attached? Yes

MN 269

Nature of survey Special Survey.

Survey fees

Damage fee

Expenses

Total \$225.00

Cables \$6.60

\$147.05

-S.A. fee -

MAIN ENGINES, RECIP., STEAM ~~OR RECIP.~~ (State Port—P or Starboard—S)

Cyls., covers, pistons & rods Good

Valves & gears Good

Con. rods, top ends & guides centre Good

Crankpins & bearings centre Good

Journals & bearings Good

Side -

Side -

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

Cyls., covers, pistons & rods -

7

Con. rods & top ends -

Crankpins & bearings -

9

Journals & bearings -

Coolers & safety devices -

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

Cyls., covers, pistons & rods -

12

Con. rods & top ends -

Crankpins & bearings -

14

Journals & bearings -

MAIN TURBINES (State Port—P or Starboard—S)

Casings, rotors, blading, bearings & thrusts

15

Levers -

Reduction gearing -

Scavenge blowers -

19

Superchargers -

I recommend that the machinery of this ship remain as classed with/without fresh record of

MBS 11.62

ES 11.62

Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

NEW YORK

DEC 12 1962

Minute

ES 11.62

MBS 11.62

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

22-1-63

Lloyd's Register Foundation

005116-003123-0092

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| | | | | | | |
|----|--|--|----|---|------|----------------------------------|
| 20 | Exhaust steam turbines (with recip. eng.) | - | 21 | Thrust blocks shafts & bearings | Good | |
| 22 | Steam compressors | - | 23 | Intermediate shafts & bearings | Good | |
| 24 | Clutches & hydraulic couplings | - | 25 | Condensers (main & aux.) | Good | |
| 26 | Steam re-heaters | - | 27 | Air ejectors (main & aux.) | - | |
| 28 | De-superheaters | - | 29 | Forced &/or induced draught fans | Good | |
| 30 | Stop & manoeuvring valves | Good | 31 | Holding down bolts & chocks | Good | 32 Detuner or vibration damper - |
| 33 | Main engine driven pumps | Air Pump - Good. | | | | |
| 34 | Crankcase doors & explosion relief devices | | 35 | Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle) | Yes | |
| 36 | Essential independent pumps | 1 - Bilge & Ballast (PSA). 2 - Feed Pumps (PS) 1 - Circulating Pump (PS) 2 - Oil Transfer (PSF) | | | | |
| 37 | Bilge, ballast & oil fuel suction lines, fittings & controls | Good | 38 | Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary? | Yes | |
| 39 | Fresh water coolers | - | 40 | Lub. oil coolers | - | |
| 41 | Heaters (state service) | Feed water | 42 | Feed water filters | - | |
| 43 | Auxiliary air receivers & safety devices | - | 44 | Starting air pipes | - | |
| 45 | Main air receivers & safety devices | - | | | | |
| 46 | Independent air compressors coolers & safety devices | - | | | | |
| 47 | Oil fuel tanks (not forming part of the hull structure) | - | | | | |
| 48 | Have all evaporators safety valves been tested under steam? | Yes | 49 | Evaporators HP & LP | - | 50 Distillers - |
| 51 | Fire extinguishing arrangements | Good | 52 | Steering machinery | | 53 Windlass Good |

AUXILIARY ENGINES

The forward and after steam driven dynamos, starboard side.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

The main engine cylinder covers, pistons, and rods, valve and valve gear, guide crossheads, eccentrics, crankpin and main bearings opened, examined and placed in good order as was crankshaft. All shafting, thrust blocks and bearings examined. Main condenser opened, examined, and tested after damage repairs.

The auxiliary machinery in engine room including bilge and ballast pump, port side aft, circulating pump, two feed pumps, oil transfer, auxiliary condenser and air pump, two dynamos and steam driven engines, evaporator and heaters, all opened, examined, found or placed in good order, as was the fan engines.

The windlass and steering machinery, all securing arrangements, tunnel bearing and pumping arrangements opened and examined, as was the fire extinguishing system in machinery spaces.

Manoeuvring of the engines tested under working condition.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations existing particulars in the Register Book should also be reported above.