

Rpt. 9

Date of writing report 3rd July 1961.
Survey held at Antwerp.Received London
No. of visits 10.Port of Antwerp.
First date 30.5.61. Last date 20.6.61.

36849

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 53727 Name M.V. "BELGIAN PRIDE"
Owners Belgulf Tankers S.A. Managers
Engines made 1959. By John Wockerill S.A.
No. of Main Engines 1 No. of Screws 1Gross tons 9240 Date of build 1959-5.
Port of Registry Antwerp.

Type Oil Engine 2DA 5Cy.

Records of Survey & Special Notations as per Register Book

No. of Main Boilers -- W.P. --
No. of Donkey Boilers 2 W.P. 170 lb.
Surveyed Afloat or in Dry Dock Both.Nature of Survey Dkg. Part CS. TS.CL. ABS.
Additional Mchv. Gen. Examination.
Was Damage Report issued? No. Int. Cert. Yes.

Last Report (For Head Office only)

Hull
100A1 oil tanker.
SS. 8/57.
Dkg. 8/60.Machinery
LMC
CS. 8/57.
d. 10/59.
TS.CL. 6/58N.

Now

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. Rewooded close
Fastenings Good. Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 1.6.61. Has Shaft been changed? No.
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? Yes. Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.)
1 Cyls., Covers, Pistons & Rods Nos. 1,4 and 5 Good.
2 Valves & Gears Nos. 1,4 and 5 Good.
3 Connecting Rods, Top Ends & Guides Nos. 1,4 and 5 Good.
4 Crankpins & Bearings Nos. 1,4 and 5 Good.
5 Journals & Bearings Nos. 1,2 and 5 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 Good.
17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS Lub. Oil pump Good.

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes.

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel, so far as now seen, is in safe working condition and in my opinion eligible to remain as classed and have a fresh record of CS. (with date) when the survey has been completed and records of ABS. 6/61 when the exhaust gas economiser safety valves have been adjusted and TS.CL. 6/61 now.

Note:- General Examination now carried out.

TUESDAY - 1 AUG 1961

Date of Committee

Decision

50m, 4,59 T. (MADE AND REPAIRED IN ENGLAND)

J.M.O. FORBES AND M. JOOS.
Engineer Surveyor to Lloyd's Register of Shipping

203778-003787-0201

32 Essential Independent Pumps (Identify by position) Outboard fuel pressure pump:-Good; Outboard feed pump:-Good.
Stm driven stanby lub.oil pump:-Good.
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 Port and Starboard:-Good. 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 Good. 45 Windlass 46 Fire Extinguishing Arrangements
AUXILIARY ENGINES (Identify by position) Outboard diesel driven aux. generator engine Good.
Starboard aft on E/R inter deck steam driven generator engine -Good.

PROPULSION		ELECTRICAL EQUIPMENT	
	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors Good
b Exciters			
c Air Coolers			m Motors good
d Motors			n Switchboards & Fittings good
e Air Coolers			o Circuit Breakers good
f Control Gear, Cables, etc.			p Cables good
g Insulation Resistance			q Insulation Resistance good
h Insulating Oil Test			r Steering Gear Generators and Motors good
i Overspeed Governors			s Navigation Light Indicators good
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
Port boiler 5.6.6I. Stbd.boiler 8.6.6I.
Superheaters good
Safety Valves good
Mountings, Doors & Fastenings good
Safety Valves Adjusted to { Sat. 170 p.s.i.
Spt. 170 p.s.i.
Boiler Securing Arrangements
Main Economisers Exhaust Gas Heated Economisers/ Good.
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to yes Forced Circulating Pumps Good.
Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes Funnel Good.
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

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)
General Examination:-The Machinery of this vessel has been examined as in accordance with Circular 1959 and considered satisfactory and eligible to have deferment of Special survey for a period granted by the Committee.
For CS. Main engine chain drive opened out examined and found or placed in good order.
Wear and Tear Repairs. Main engine N°.4 top and bottom liners now renewed.
Top liner Lloyd's test 100 lbs. 20.7.60 NW. 62I7.
Bottom liner. Lloyd's test 100lbs. 7-1960. MJ.
Additional Machinery. Steam driven auxiliary generating set now installed.
This set was removed from vessel "Belgian Gulf" which has been broken up.
Steam engine. Robey steam engine N°.498I3.
Generator. Lawrence Scott Ltd. N°.91239. 20 KW.
The above set has been examined and installed as in accordance with the Rules, and found satisfactory.
Position in Machinery space. Starboard aft on inter deck in engine room.



LEAVE THIS SPACE BLANK

Survey fees Co & Rpn. Fns 7.00.
ABF Fns 1.450.
FJ Fns 1.225.
Damage fee Black. Fns 4.375.
Expenses... Fns 1.000.

Date when A/c rendered 6.7.61