

Rpt. 9

Date of writing report 30.1.57
Survey held at Trieste

Received London
No. of visits Eight

FEB 1957

Port TRIESTE No. 14537
First date 29th Nov. 56 Last date 6th January, 1957

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 91998 s.s. Name "BLUEBELL" Gross tons 1447 Date of build 1928 - 5
Owners P. Vrangos Managers - Port of Registry Panama
Engines made 1928 By G. Clark, Ltd. Type Steam Recip. 3 Exp.

Records of Survey & Special Notations as per Register Book

No. of Main Engines	1	No. of Screws	1
No. of Main Boilers	2	w.P.	180 lbs.
No. of Aux./Donkey Boilers	-	w.P.	-
Surveyed Afloat or in Dry Dock	Both		
Nature of Survey	+LMC, Conv. to O.F. C.L.N.		
Was Damage Report issued?	-	Int. Cert.?	Yes B.1
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 Rewooded Oil Glands None Sea Connections Good
Fastenings Good Has Screwshaft been drawn? Yes Date of Examination 4.1.57 Has Shaft been changed? Yes
Has Shaft now fitted been previously used? No Has Shaft now fitted a continuous liner? yes Approved oil gland? No

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

1 Cyls., Covers, Pistons & Rods All. Good
2 Valves & Gears All. Good
3 Connecting Rods, Top Ends & Guides All. Good
4 Crankpins & Bearings All. Good
5 Journals & Bearings All. Good

~~MAIN ENGINE DRIVEN AIR COMPRESSORS~~

6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings

~~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~~

~~SUPERCHARGERS~~

~~MAIN TURBINES~~

18 Gearing, Rotors, Blading, Bearings & Thrust

~~EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)~~

~~STEAM COMPRESSORS~~

~~CLUTCHES & HYDRAULIC COUPLINGS~~

~~REDUCTION GEARING~~

23 THRUST BLOCKS, SHAFTS & BEARINGS Good
24 INTERMEDIATE SHAFTS & BEARINGS Good
25 HOLDING DOWN BOLTS & CHOCKS Good
26 CONDENSERS (MAIN & AUX.) Good (Tested)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES Good
30 MAIN ENGINE DRIVEN PUMPS Good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES None Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is in good condition and eligible in my opinion to remain as now classed with fresh record of +LMC - 1,57 Screwshaft seen CL N 1,57 and to have the Notation "Fitted for Oil Fuel flash point above 150° F. - 1,57 N.D."

Date of Committee THURSDAY 21 FEB 1957
Decision + LMC 1.57 without spl. con. MBS 1.57

30m, 6.55. T. (MADE AND PRINTED IN ENGLAND.)
S (N) 1.57

"Fitted for oil fuel F.P. above 150°F"

CERTIFICATE WRITTEN

2020
Engine Surveyor to Lloyd's Register of Shipping
Lloyd's Register Foundation
003788-003799-0001 2

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position) All Good
 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good
 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes
 35 Fresh Water Coolers 36 Lub Oil Coolers 37 Heaters (state service) Oil fuel burning Good (New)
 38 Independent Air Compressors, Coolers & Safety Devices Feed water. Good
 39 Air Receivers & Safety Devices - Main 40 Auxiliary
 41 Oil Fuel Tanks (Not forming part of hull structure)
 42 Straps/ropes 43 Have Propeller Safety Valves been tested under steam?
 44 Steering Machinery Good 45 Windlass Good 46 Fire Extinguishing Arrangements Good
 AUXILIARY ENGINES (Identify by position) All Good

PROPULSION		ELECTRICAL EQUIPMENT	
POPE	STARBOARD		AUXILIARY EQUIPMENT
a Generators		i Generators & Governors	Good
b Exciters		m Motors	
c Air Coolers		n Switchboards & Fittings	Good
d Motors		o Circuit Breakers	Good
e Air Coolers		p Cables	Good
f Control Gear, Cables, etc.		q Insulation Resistance	Good
g Insulation Resistance		r Steering Gear Generators and Motors	
h Insulating Oil Test		s Navigation Light Indicators	Good
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 Port & Starboard Good (10th & 15th Dec.)

Suppliers Safety Valves Good
 Mountings, Doors & Fastenings Good
 Safety Valves Adjusted to Sat. 180 lbs/sq.inch
 Spt.
 Boiler Securing Arrangements Good
 Main Economisers Exhaust Gas Heated Economisers
 Steam Heated Steam Connections
 Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes
 Recirculating Pumps Good
 Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)
 Main Not examined
 Auxiliary (over 3 in. bore)
 Were Copper Pipes annealed? No. 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)
REPAIRS :- Screwshaft (CL) now renewed. Shaft stamped : LLOYD'S 3967 KF 28.2.56
 J.L. SLD 20.4.56
 Stern bush rewoded.
 Main engine :- Crankshaft lifted, all journal bearings remetalled. Crankshaft re-aligned. Guide shoes, previously cast iron, now fitted with white metal bearing surface. Attached pump chest, cast iron, now renewed. Attached bilge pump chest and rams renewed.
 Main Condenser:- About 50% of tubes renewed.
 Intermediate shafting :- All intermediate shaft lower bearings remetalled. Shafting re-aligned.
 Pumping arrangements:- About 40% of piping and several valves and fittings renewed.
 Steering engine and all independent pumps reconditioned.
 Windlass renewed.
 Electrical Installation :- Many fittings and about 80% of wiring in engine room, 40% in other parts, renewed.
 Starboard Boiler:- Two stays, outer combustion chamber side

LEAVE THIS SPACE BLANK

Survey fees ... Macky dit 54.000
 Boiler View 30.000
 Screwshaft 9.000
 Damage fee Electric 18.000
 Sunday fee 4.000
 Expenses... 15.340
 Car Land 2.360
 Res Tax 4.071
 Date when A/c rendered 31/1/1954

st. 9a
 Port of TRIESTE
 Continuation of Report No. 14537 dated 30.1.57 on the "BLUEBELL"

late to shell, top row, renewed.
 Both boiler seatings part renewed.
CONVERSION TO OIL FUEL:- An oil fuel installation consisting of two oil fuel burning units with heaters, filters etc., has been fitted on board in accordance with the approved plans N°s.M3692 & M3699 and to Rule requirements.
 One oil fuel transfer pump has been fitted and both service pumps adapted for use as transfer pumps. The above installation has been tested to Rule requirements and found in order. Pipe lines and fittings have been tested hydraulically to twice the working pressure.
 Heating coils have been fitted in oil fuel deep tanks and service tanks and tested to 2 x W.P. on completion. Heating coils discharge into an observation tank. Funnel lamper removed.
 Pump used for boiler feed not connected to bilge line.
 All lead pipes in machinery spaces now replaced with steel pipes.
 Steam supply to oil fuel transfer and unit pressure pumps and to steam smothering arrangements controlled from deck.
 No forced draught fan fitted.
 Remote controls fitted to oil fuel suction valves on service and deep tanks.
 Air pipes from oil fuel tanks fitted with wire gauge diaphragms at openings.
 Bilge pipes passing through deep tanks of steel with NR valves of approved type at open ends in holds.
 Additional fire extinguishing apparatus fitted to Rule requirements. Steam smothering tested. On completion of the above repairs and alterations the machinery, together with the oil fuel burning installation has been examined under working conditions during trials and found in order.

S.R.L. :- (148) Under 'Cedartree'
 Screwshaft to be re-examined by 10,56 (6 months limit).
 This item can now be deleted from the Special Reason List.

J. J. Johnson