

WRECK
SECTION

No. _____

Rpt. 9

Date of writing report 13.6.60.
Survey held at Millwall Docks

Received London 28 JUN 1960
No. of visits 3

Port LONDON
First date 3.6.60. Last date 9.6.60.

142821

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 20741 Name S.S. "MARDU"
Owners Cia. Maritima Arbu S.S. Managers
Engines made 1910 By J.G. Kincaid & Co. Ltd., Type T 3cy. 18" 27 1/2" x 45" x 33"
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 W.P. 180p.s.i.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Condition of Class
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only) 141568

Records of Survey & Special Notations as per Register Book

Hull			Machinery		
+100A1	SS	4.57.	+LMC	ES	3.56.
	DS	10.59.	MBS		10.59.
			SPS		4.57.
			TS(CL)		10.59.

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 Oil Glands Sea Connections
Fastenings Has Screwshaft Tubeshaft been drawn? 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 X

XX STARBOARD

- 1 Cyls., Covers, Pistons & Rods.
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides { Side
Centre
- 4 Crankpins & Bearings { Side
Centre
- 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

- 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?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship so far as now seen is in safe working order and is eligible in my opinion to remain as classed without fresh record, but subject to the windlass warping shaft main cog wheel being renewed before the end of June, 1960 and also subject to any outstanding conditions of class being dealt with as previously recommended.

THURSDAY 1 AUG 1960

Date of Committee
Decision

Noted
for
Header

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).....

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
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
Superheaters	
Safety Valves	
Mountings, Doors & Fastenings	
Steam Valves Adjusted to { Sat. Spt.	
Boiler Securing Arrangements	
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?	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)

Condition of Class S.R.L. Quote:- "Main cogwheel of windlass warping shaft to be renewed by 4.60. (6 months limit)"

Now Done. Windlass cogwheel examined, and temporary repairs carried out to the wheel teeth in the form of approximately 36- 3/4" dia steel studs being fitted and dressed to shape; upon completion of temporary repairs the windlass was tried under working conditions and found to be satisfactory.

Due to the vessels commitments it was not possible to fit a new cogwheel to the windlass this time but arrangements have been made to fit a new wheel upon the vessels return to this port in approximately three weeks time.

Recommendations: It is recommended the above item be made a condition of class, and be renewed before the end of June, 1960

Owners advised.

LEAVE THIS SPACE BLANK

Survey fees

Repairs

£6.0.0.

Damage fee

Expenses

7.6.

Date when A/c rendered

21 JUN 1960

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