

20 APR 1959

47154

Rpt. 9

Date of writing report 8-4-1959 Received London Port of ROTTERDAM No. Survey held at Schiedam No. of visits 3 First date 2-4-1959 Last date 4-4-1959

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 91079 Name M.V. "TRITON MARIS" Gross tons 5210 Date of build 9-1938 Owners Maritima Ravennate S.A. Managers Port of Registry Ravenna Engines made 1938 By N.E. Mar. Eng. Co. (1938) Ltd. Type T. 3cy. M.N. (464)

No. of Main Engines 1 No. of Screws 1 No. of Main Boilers 2 SB & 1 Aux. S.B. W.P. 220 lbs. Spt. Rht H.S. " " (6807) No. of Aux./Donkey Boilers W.P. Surveyed Afloat or in Dry Dock in drydock Nature of Survey CONDITION, COMPL. A.B.S.; T.S. and Was Damage Report issued? no Int. Cert.? attached Dam. Last Report (For Head Office only) Rep.

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1 with fbd.	+IMC 1-56
Dock 4-58	MBS 12-58
S.S. Ams. 1-56	ABS 4-58
	TSN 4-58 C.L.
	Sps. 1-56
	OF 9-38

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 fit Oil Glands Sea Connections Fastenings good Has Screwshaft Tubeshaft been drawn? yes, rejected Date of Examination 3-4-59 Has Shaft been changed? yes Has Shaft now fitted been previously used? no Has Shaft now examined/fitted a continuous liner? yes, good Approved oil gland?

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

SCAVENGE BLOWERS SUPERCHARGERS

MAIN TURBINES 16 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES) 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

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is in good condition and eligible in my opinion to be continued as classed with fresh record of A.B.S. 3-59 and T.S. (N). 4-59 C.L.

Date of Committee MONDAY 11 MAY 1959 Decision ABS 3, 59

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 .....  
Safety Valves Adjusted to { Sat. .... 220 p.s.i. .... good  
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? yes, good ..... 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)

It was stated in the logbook that the damage to the propeller was alleged to have been sustained by striking the ice in the Black Sea on the 1st March 1959 on voyage from Kerson to Novorossisk.  
Repairs due to the above mentioned damage:  
Found all 4 propeller blade tips bent over for approx. 10 inches in the afterword direction, now removed to shop straightened and faired. The tailshaft drawn, examined also by magnaflux and found cracked at top of cone circumferentially, now rejected and replaced by the new spare tailshaft, which found marked: Lloyd's Rot. No. 719, H.D. 23-6-58.  
The lignum vitae in the sternbush completely renewed and made fit.

LEAVE THIS SPACE BLANK



Survey fees ...  
Damage fee ...  
Expenses... ...  
Date when A/c rendered .....

