

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 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. Rep. Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Table with 2 columns: Hull and Machinery. Hull items include +100A1 with fbd., Dock, S.S. Ams. Machinery items include +LMC, MBS, ABS, TSN, Sps., OF.

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.

Main body of the report containing sections for DOCKING, MAIN ENGINES (PORT and STARBOARD), MAIN ENGINE DRIVEN AIR COMPRESSORS, MAIN ENGINE DRIVEN SCAVENGE PUMPS, MAIN TURBINES, EXHAUST STEAM TURBINES, 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, MAIN ENGINE DRIVEN PUMPS, CRANKCASE DOORS & EXPLOSION RELIEF DEVICES.

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



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

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 drum, 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

