

15 AUG. 1961

Rpt. 9

Date of writing report 10. 8. 61. Received London Port MALTA No. 2548
Survey held at Manoel Island, Malta. No. of visits 5 First date 2. 7. 61. Last date 5. 8. 61.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 02433 Name M.V. "A R Z E L L A" Gross tons 404 Date of build 4/44
Owners Shell Co. (Malta) Ltd., Managers - Port of Registry London
Engines made 4/44 By Mirrlees, Bickerton & Day, Stockport. Type Mirrlees 4 SA 6Cy.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Donkey Boilers 1 W.P. 45 lb.
Surveyed Afloat or in Dry Dock Both
Nature of Survey DS, DBS & Gen. Ex.
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS	MBS
oil tanker, Coasting service	
SS (Dr) 10/57	BS 3/57
DS 7/60	nd 12/52 d 7/59
	OG 7/60

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 .042" Oil Glands good Sea Connections -
Fastenings good 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 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
This ship's machinery so far as now seen is in good condition and eligible in my opinion to remain as Classed without fresh record of Survey, and to have the record of DBS 7/61, subject to all conditions at present attached to the ship's class being dealt with as previously recommended.

Date of Committee TUESDAY - 5 SEP 1961
Decision as now, subject.

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			
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 good (ex'd internally 26.7.61.)
-
Superheaters -
Safety Valves - good
Mountings, Doors & Fastenings - good
Safety Valves Adjusted to { Sat. - 45 lbs/sq.in.
Spt. -
Boiler Securing Arrangements - good
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 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)

At the request of the Owner a General Examination for postponement of Special Survey was carried out at this docking in compliance with Circular No. 1959. From the examination now made it is submitted that the Special Survey due 10/61 may be postponed for 12 months.

Repairs due to wear and tear

Main engine

Crankpin bearings Nos. 1 and 6, whitemetal worn and cracked, now remetalled.

All (6) cylinder heads, pistons and connecting rods removed for examination. Crankshaft deflections taken in light and loaded condition of ship and found to be satisfactory.

Donkey Boiler

2 in. no. tubes removed for examination (corroded) - now renewed.

Boiler operated continuously on raw feed and heavily scaled - now chemically cleaned, tested to W.P. and found satisfactory.

Survey fees DBS. £10. 10. -.
Gen. Ex. £5. - . -.
Repairs £10. - . -.

Damage fee ... -
Expenses ... £2. 18. -.

Date when A/c rendered