

15 MAR 1960

Rpt. 9

Date of writing report 23/2/60

Received London

Port Oslo

3 MAR 1960

No. 8917

Survey held at Høllen near Kristiansand

No. of visits 1

First date and

Last date 23/1/60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 31965 S.S. "CAILLY" ex. "SUNVALLEY" Gross tons 7155 Date of build 10-1943
Owners Eddie Steamship Co., Ltd. Managers Port of Registry Taipei
Engines made 1943 By John Ingles Co., Ltd. Type Steam Recip. T 3 Cy.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 WT. W.P. 250lb. Spt. 230lb.
No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Part DBS.
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Hull		Machinery	
+ 100 A1		+ IMC.	
DS. 3/58		ES. 3/56	
SS. 7/56		MBS. 1/58	
		TS(CL) 3/58	
		Sps. 7/56	

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 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
CONDENSERS (MAIN & AUX.)
FAM RE-HEATERS
26 DE-SUPERHEATERS
27 STOP & MANOEUVRING VALVES
28 MAIN ENGINE DRIVEN PUMPS
29 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in good condition and eligible in our opinion to remain as classed with fresh record of MBS. 1/59, as previously recommended, subject to sea valve on port side for Boiler blow down being renewed upon docking at Hamburg 2/60.

Date of Committee

Decision

50m, 8, 56. T. (MADE AND PRINTED IN ENGLAND.)

2nd Surveyor K. Aanonsen.

Engineer Surveyor to Lloyd's Register of Shipping

010405-010415-0141

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)

Table with 4 columns: PROPULSION, PORT, STARBOARD, ELECTRICAL EQUIPMENT, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, and Air Gap.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN Starboard W.T. 23/1/60 - Good
AUXILIARY, DONKEY or PRESS
Superheaters Good
Safety Valves Good
Mountings, Doors & Fastenings Good
Safety Valves Adjusted to Sat. 250 lb. for Both Boilers
Spt. 230 lb. for Both Boilers.
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- Good
Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good

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)
No Repairs Required.
S.R.L. Examined the sea valve on port side for Boiler blow down and found good in mean-time, but recommended same to be renewed upon docking at Hamburg 2/60.

With reference to your Telex of the 3rd November, 1959, the ship has now proceeded to Hamburg for Docking Survey and the Owners have been informed that a fresh Boiler Survey date will be assigned if port Boiler again examined at Hamburg.

Copy of your Telex and our interim certificate have been forwarded the Hamburg Surveyors.

New Name:- The Chinese Owners have given us different information regarding the new name of the ship and we refer to your letter of the 17th instant.
Reference: Fbd. - JWC. and our answer of the 19th instant and it is understood that "CALLEY" is the correct name.
Part of the above survey was carried out by 2nd Surveyor K. Aanonsen.

Extracted memo 2.50 to Pub 24/60 TRS (FB) noted LEAVE THIS SPACE BLANK

Survey fees Kr. 300.-
Damage fee
Expenses... Kr. 100.-

Date when A/c rendered 4/2/60