

Rpt. 9

Date of writing report 13/4/56

Received London 19 APR 1956

Port HULL

No. 62093

Survey held at HULL

No. of visits One

First and Last date 9/4/56

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 35518 Name <sup>S.S.</sup> ~~MCX~~ "ARSTERTURM" (ex 'Baltic Fir'). Gross tons 1967 Date of build 1945  
 Owners Deutsche Dampfsch. Ges. "Hansa" Managers - Port of Registry Bremen.  
 Engines made Ham. By Ottensener Eisenwerk. Type Compound. Lentz.

No. of Main Engines 1 No. of Screws 1  
 No. of Main Boilers 2 W.P. 216 lb.  
 No. of Aux./Donkey Boilers - W.P. -  
 Surveyed Afloat or in Dry Dock Drydock.  
 Nature of Survey Damage & Docking (M).  
 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
100A1 with fbd. Subject to	LMC 12,52
Annual Exam. 12,55	BS 8,55
s.s. Imm 12,52(E)9,55	TSCL 12,55

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 Not taken. Oil Glands Sea Connections  
 Fastenings Good. Has Screwshaft ~~been~~ drawn? NO. 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 & MANGEUVRING VALVES  
 30 MAIN ENGINE DRIVEN PUMPS  
 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS  
 The Machinery of this vessel so far as now seen is eligible in my opinion to remain as classed without fresh record of Survey subject to the propeller being further examined and dealt with as necessary by next drydocking.

FRIDAY 11 MAY 1956

Date of Committee  
 Decision *As above subject. See Am. 129397 A.*



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

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.....  
 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)

DAMAGE to four bladed M.B. propeller stated caused by ice whilst on voyage Hull - Finland - Hull January to April, 1956.

NOW DONE:- Vessel placed in drydock. Propeller and outside fastenings of sea connections examined. All four tips of propeller blades found missing.

The Owners Representative states that the vessel is now proceeding to Bremen where it is proposed to drydock the vessel and deal with this damage. Bremen Surveyors informed. It is accordingly recommended that the propeller be further examined and dealt with as necessary at the next drydocking, considered efficient meanwhile.

LEAVE THIS SPACE BLANK

Survey fees .....  
 Damage fee ... £5.5s. *awf*  
 Expenses... ... 2s.  
 Date when Alc rendered..... 15 APR 1956

