

Rpt. 9

Date of writing report 30/3/60

Survey held at PALERMO

Received London

No. of visits 3

Port PALERMO

First date 27/3

Last date 29/3/60 No. 468

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 27947 Name M.V. ROSA MAERSK

Owners A/S D/S SVENDBORG & D/S AF 1912 Managers A.P. Møller

Gross tons 8192 Date of build 3/51

Engines made 1951 By Burmeister & Wain

Port of Registry FREDERICIA

No. of Main Engines 1 No. of Screws 1

Type Oil Eng. 2SA 5 Cyl.

No. of Main Boilers - W.P. -
No. of Aux. Boilers 2 W.P. 180 Lbs.

Records of Survey & Special Notations as per Register Book

Surveyed Afloat or in Dry Dock Both

Nature of Survey DS., CS., ABS.

Was Damage Report issued? NO Int. Cert.? YES

Last Report (For Head Office only)

Hull	Machinery
+100 A1	+LMC
SS. 9/55	CS. 9/55
DS. 6/59	DBS. 4/59
	TS.CL. 6/59
OIL TANKERS	

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.

If so, is the Report sent now, or when will it be sent?

DOCKING Propellers GOOD Wear Down of Stern Bushes 3.5 m/m Oil Glands - Sea Connections GOOD

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 Nos. 1 & 3 = GOOD

2 Valves & Gears Nos. 1 & 3 = GOOD

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

The machinery of this vessel is eligible, in our opinion, to remain as classed and to receive fresh record of ABS.3/60, and the notation CS.(with date) when these surveys are complete, subject as previously recorded.

Date of Committee MONDAY - 9 MAY 1960

Decision See P.Sd 6669

E. Grieves & for R. Rodger.
(E. Grieves & R. Rodger)

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

011235-011243-0019

If certificate is required state where to be sent

All—Yes.

INED

ISFACTOR
M DECK
EXAMINE

GOOD

2, 1/16"
2, 1/8"

NO

7.000
5.290

31/3
v.1

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)

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PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
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, ~~PORT~~ ~~STARBOARD~~ Port 27/3/60

Starboard 29/3/60 Exhaust gas 20/2/60

~~EXHAUST GAS BOILER~~ GOOD

Safety Valves " "

Mountings, Doors & Fastenings NOT ADJUSTED

Safety Valves Adjusted to { Sat.

~~NO~~ GOOD

Boiler Securing Arrangements GOOD

~~EXHAUST GAS HEATED ECONOMISERS~~ Exhaust Gas Heated Economisers

~~NO~~ NO

Were Oil Burning System & Remote Controls examined working in accordance with Rules? NO Forced Circulating Pumps GOOD

~~NO~~ 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)

Completion ABS.:- To complete the survey for record ABS.3/60 the safety valves of all boilers remain to be adjusted, the oil burning arrangements examined under working conditions and the fire extinguishing arrangements inspected. Owners' representative states that arrangements have been made for this to be dealt with at Suez on the vessel's outward passage, in a few days time. Suez Surveyor advised. Arrangements have been made for the Chief Engineer of the vessel to adjust the safety valves of the exhaust gas boiler at sea, and to forward his report.

Circular No.2144.- As the boilers above are used to supply steam for essential purposes at sea, (steering gear and several steam driven pumps) it is submitted that they may be designated as 'auxiliary boilers'.

Circular No.2157.- The waste steam pipes of the oil fired boilers examined and found to be entirely separate from that of the exhaust gas boiler. The drain pipes also found to be separate, tried and found clear.

LEAVE THIS SPACE BLANK

Survey fees JS. Lit. 8.000 =

" " ABS " 57.500 =

" " ES " 55.000 =

Damage fee ...

Expenses... (See Rpt. 8)

Date when A/c rendered 31/3/60 =