

15 OCT 1962

Rpt. 9

Date of writing report 3/10/62

Survey held at Nagasaki

Received London

No. of visits 2

Port Nagasaki

First date 17.9.62

Last date 27.9.62

No. 1177

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 90986 S.S. "ASA V. CALL"

Owners California Transport Corp.

Engines made Trenton By De Laval S. Turb. Co. Managers

Gross tons 38472

Date of build 4-1962

Port of Registry Monrovia

Type 2 steam turbines DR geared to sc. shaft

No. of Main Engines No. of Screws

No. of Main Boilers W.P.

No. of Aux./Donkey Boilers W.P.

Surveyed Afloat or in Dry Dock Dry Dock

Nature of Survey Tail Shaft

Was Damage Report issued? No Int. Cert. Yes

Last Report (For Head Office only) No. C-9790

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1	+LMC
oil tanker	ES 4/62
DS 3/62	MBS 4/62
	TS (CL) 4/62
	sps 4/62

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 4.1 mm Oil Glands Sea Connections Good

Fastenings Good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 17.9.62 Has Shaft been changed? No

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

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel as now seen is in good condition and eligible in my opinion to remain as now classed in the Register Book with fresh record of T.S.C.L. 9.62.

Have Main Engines been tested working and manoeuvring?

Date of Committee THURSDAY 15 NOV 1962

Decision AS now TS, 9.62

Date of Committee

Decision

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 Receiver & 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, ELECTRICAL EQUIPMENT STARBOARD, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, and various electrical components.

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
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)

Wear & Tear Repairs:- when vessel was dry docked in
Cap now renewed. In view of the present finding the Owners desired that the screwshaft be drawn inboard and taper be examined and checked by the aid of magna-flux. All found satisfactory.

LEAVE THIS SPACE BLANK

Survey fees TS (CL) £11,200:- (Dia 742 mm)
now in Sterling
Damage fee
Expenses
© 2021