

-4 JUL 1962

Rpt. 9

Date of writing report 29th June, 1962.

Received London

Port CARDIFF.

No. 61752

Survey held at Barry.

No. of visits 11

First date 13.6.62

Last date 27.6.62.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 21341 Name M.V. "MARICOPA"

Gross tons 11342. Date of build 4-1953.

Owners A/S Tanktransport.

Managers Thorvald Berg.

Port of Registry Tonsberg.

Engines made 1953 By Wm. Doxford & Sons Ltd.,

Type Oil Engine 2SA 5Cy.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Aux. Boilers 2 W.P. 150lb.

Surveyed Afloat or in Dry Dock Both

Nature of Survey Docking CS ABS.

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Hull	Machinery
*100A1 oil tanker.	*LMC
DS 8-61.	CS 9-61.
SS 9-61.	A 9-61.
	CL 8-61.
	SPS 9-61.
ptEW	Mchy aft.

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. Engines parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes 3/32" XODGLEX - Sea Connections Part - good.

Fastenings Good Has Screwshaft Tubeshaft 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 (RDX Steam I.G.)

RDX

STABOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side No. 4 Good Centre No. 4 Good

4 Crankpins & Bearings Side No. 4 Good Centre No. 4 Good

5 Journals & Bearings

{ See Note in endorsements - No appreciable signs of pitting were noted in these crankpins.

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 Good

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 efficient condition and eligible to remain as classed with fresh record of ABS 6-62 now and CS with date on completion.

Date of Committee

Decision

MONDAY 16 JUL 1962

ABS 6 62

50m, 6, 56. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

012113-012116-0020112

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 Independent Air Compressors, Coolers & Safety Devices

37 Air Receivers & Safety devices—Main

38 Oil Fuel Tanks (Not forming part of hull structure)

39 Evaporators

40 Steering Machinery

36 Lub. Oil Coolers

37 Heaters (state service)

40 Auxiliary

43 Have Evaporator Safety Valves been tested under steam?

40 Fire Extinguishing Arrangements

45 Windlass

AUXILIARY ENGINES (Identify by position)

Forward and After Steam Generator Engines - Both Good.

ELECTRICAL EQUIPMENT

STARBOARD

AUXILIARY EQUIPMENT

PROPULSION

PORT

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to

Sat.

Spt.

Boiler Securing Arrangements

Main Economisers

Steam Generator Safety Valves Adjusted to

Steam Heated Steam Generators

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes - Good

Forced Circulating Pumps

Funnel

Good

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Were Copper Pipes annealed?

Auxiliary (over 3 in. bore)

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)

Now done for Repairs (wear and tear).

Starboard boiler - The plain tubes were found to be wasted and leaking and all plain tubes were satisfactorily renewed. All three furnace mouth seams were found to have been leaking and to have been heavily caulked some time previously. All three furnace plate ends were cut back and recaulked and all the centre furnace mouth rivets were renewed, the rivets in the wing furnace mouths being caulked as necessary. Both safety valve seats and lids and one feed check valve seat and lid were renewed. On the Owner's instructions a new G.M. blow down valve chest was fitted. Identity:- LLOYDS TESTED 300lbs/ J.H. 22.6.62. *

On completion of repairs, the boiler was examined under hydraulic test 75 p.s.i. and found satisfactory.

Port boiler:- All three furnace mouths were found to have been leaking as in the starboard boiler and the furnace plates ends were cut back and recaulked. The furnace mouth rivets were caulked as necessary. Both safety valves lids and seats and one feed check valve seat and lid were renewed. On the Owner's instructions a new G.M. blow down valve chest was fitted. (Continued)

Survey fees CS £15.0.0.

ABS £16.0.0.

Boiler Repairs £6.6.0.

Sunday Attend Fee. £5.5.0.

Damage fee

Expenses... £3.5.0.

Date when A/c rendered. 3.7.62

Rpt. 9a.

Port of CARDIFF.

Continuation of Report No. 61752 dated 3rd July 1962 on the MARICOPA

"MARICOPA"

Identity:- LLOYD'S TESTED 300lbs. J.H. 22.6.62. * On completion of repairs the boiler was examined under hydraulic test of 100 p.s.i. and found satisfactory.

Generators:- The liners in both steam generator engines were renewed and new piston rings fitted.

Sea valves:- The following sea valves were opened up and examined at this time:-

Condenser overboard discharge valve, lub oil cooler overboard discharge valve, fresh water cooler overboard discharge valve, forward pumproom main sea suction port and starboard, after pumproom main sea suction port and starboard L.O. cooler discharge.

Crankcase Explosion Relief Devices:- On the Owner's instructions relief devices were fitted to the crankcase of the five cylinder Doxford main engine. The relief devices, 10 in number, were supplied by Messrs. Doxford and are of the spring loaded valve type, 14" in diameter with wire mesh internally and flange shielding arrangements externally. Copy of Cert. B & B1 forwarded to Oslo Surveyors.

* The new blow-down valves were supplied by Middlesbrough Manufacturers.

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It is submitted that this vessel is eligible for THE RECORD. ABS, 6.6.62 new.

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