

Rpt. 9

DISCLOSED SECTION

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Date of writing report

Received London

Port of Gdar

No. M 936

Survey held at

No. of visits One

First date and

Last date 20/3/62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 40193 Name M.V. "BALACLAVA" Gross tons 12868 Date of build
 Owners U.S.S.R. Government Managers Port of Registry Riga
 Engines made 1960 By H. Cegielski, Poznan Type Oil Engine, 2 SA, 6Cy. 760 x 1550mm

No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers W.P.
 No. of Aux./Deck Boilers 2 W.P. 12.5 kgs/cm²
 Surveyed Afloat or in Dry Dock Afloat
 Nature of Survey M'chy Damage
 Was Damage Report issued? No Int. Cert.? Yes (Cert. B1)
 Last Report (For Head Office only) 3215 Kel.

Records of Survey & Special Notations as per Register Book

Hull	100 A1 Oil Tanker Class contemplated	Machinery
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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.

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

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	Nos. 2 & 5 - Good +) See overleaf	
2 Valves & Gears	Nos. 2 & 5 - 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

SCAVENGE BLOWERS
 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

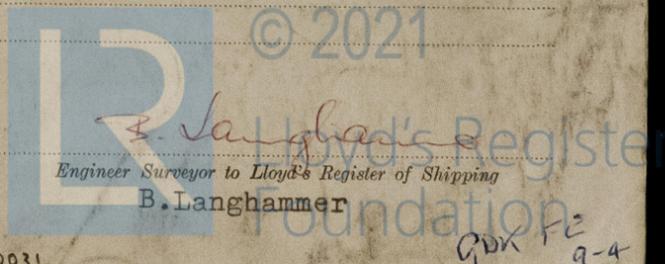
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
 20 STEAM COMPRESSORS
 21 CLUTCHES & HYDRAULIC COUPLINGS
 22 REDUCTION GEARING
 23 THRUST BLOCKS, SHAFTS & BEARINGS
 24 INTERMEDIATE SHAFTS & BEARINGS
 25 HOLDING DOWN BOLTS & CHOCKS
 26 CONDENSERS (MAIN & AUX.)
 27 STEAM RE-HEATERS
 28 DE-SUPERHEATERS
 29 STOP & MANOEUVRING VALVES
 30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

DISCLOSED SECTION No. 787C

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, in so far as now examined, is eligible in my opinion to remain as now classed without fresh record of Survey.

Date of Committee FRIDAY 11 MAY 1962
 Decision See Kel 3215



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).....

PROPULSION	PORT	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
		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, 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)

+) Main Engine Cylinder Unit Nos. 2 & 5 :-
 Attended on board at Owners' request to examine damage to M.E. No.2 cylinder liner & piston Skirt, stated to have been evidenced whilst on voyage from Western Germany to Vindava on the 15th of March, 1962. On examination the following was found:-
No.2 piston skirt cracked vertically below bronze bearing rings on the exhaust side over approx. half length of skirt, showing signs of piston skirt seizing.
No.2 liner:- cracks found between boundary exhaust & scavenge ports. The upper edges of three scavenge ports found cracked, the cracks extending vertically upwards. The liner and piston with skirt were removed from ship's spares.
 At the same time the piston with skirt and liner of No.5 cylinder liner were examined and were found satisfactory.

LEAVE THIS SPACE BLANK

M'chy Dam. Survey fees ... £ 5.0.0. & z/ 260.-
 less 10% = £ 4.10.0 & z/ 235.-

Damage fee ...
 Expenses...

Date when A/c rendered.....



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