

Rpt. 9

Date of writing report 22/7/57

Survey held at Aden

Received London

No. of visits

6 AUG 1957 1072

Port Aden

First date

and

Last date

No. 2368

12/7/57

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 69775 S.S. MAUJA

Owners L. SAVON & RIES (ADEN SHIP) CO. LTD

Gross tons 455

Date of build 2 - 1913

Engines made NEWBURY By PLENTY & SON, LTD

Port of Registry

Aden

Type C. 2Cy

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 1 W.P. 125

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

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey BOILER REPAIRS

Was Damage Report issued? Int. Cert.?

Last Report (For Head Office only)

Hull	Machinery
+ 100 A1 for service in Gulf of Aden over Red Sea	+ LMC
SS (Dr) 2/41 Lan 12/52	E 12/52
D 1,57	B 7/56
	TS (CL) 6/54

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	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			
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			
Have Main Engines been tested working and manoeuvring?			
OPINION OF MACHINERY AND RECOMMENDATIONS			
The machinery of this ship is eligible, in my opinion, to remain as classed without fresh record, subject to the combustion chamber (P & S) back plates being specially examined and repaired as necessary before the end of July 1957.			

Date of Committee

Decision

Whole Adm.

30m, 5.54. T.

THURSDAY 10 OCT 1957

Noted

(Class withdrawn at Owner's Request 8/57)
See E.H. Minute 2/8/57

W.P. Watson
Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

012954-012459-0385

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)

Survey confined to examination of the main boiler combustion chamber back plate repairs. It was stated that the repairs were carried out at Port Sudan.

Now Done Upon examination it was found that the port combustion chamber back plate on the fire side had been built up by electric welding at the Knuckle at the inboard side of the chamber, about half height. The starboard combustion chamber back plate was also built up by electric welding on the fire side at the Knuckle, on the outboard side at about half height.

The boiler was emptied and the combustion chamber back plates examined as far as practicable. It was noted that internal wastage had occurred where the back plates had been built up with electric welding. The boiler is meanwhile considered efficient but it is recommended that the boiler combustion chamber back plates be specially examined and dealt with as necessary before the end of July, 1957.

NOTE The Owners have already intimated that the vessel will be withdrawn from classification at the end of July 1957.

W. P. Natus

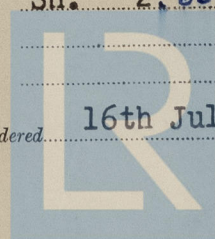
Survey fees ... Sh. 126.00

Damage fee ...

Tr. Expenses... Sh. 2.00

Date when A/c rendered 16th July, 1957.

LEAVE THIS SPACE BLANK



© 2021

Lloyd's Register Foundation