

Rpt. 9

Date of writing report 30.1.57

Survey held at Trieste

Received London
No. of visits Eight

4 FEB 1957

Port TRIESTE

First date 29th Nov. 56

Last date 6th January, 1957

No. 14537

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 91998 s.s. "BLUEBELL"
Name ~~XXX~~
Gross tons 1447 1570 Date of build 1928 - 5
Owners P. Vrangos Managers -
Engines made 1928 By G. Clark, Ltd. Type Steam Recip. 3 Exp.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 W.P. 180 lbs.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both
Nature of Survey +LMC, Conv. to O.F. C.L.N.
Was Damage Report issued? - Int. Cert.? Yes B.1
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

+100 A1	Hull	-	4,56	+LMC	Machinery	-	10,52
SS (Dr)	-	-	10,52	BS	-	-	3,55
				CL	-	-	7,54
				sps	-	-	10,52

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 Rewooded Oil Glands None Sea Connections Good
Fastenings Good Has Screwshaft ~~XXXX~~ been drawn? Yes Date of Examination 4.1.57 Has Shaft been changed? Yes
Has Shaft now fitted been previously used? No Has Shaft now ~~XXXX~~ fitted a continuous liner? yes Approved oil gland? No

MAIN ENGINES (Recip. Steam or I.C.)

1 Cyls., Covers, Pistons & Rods All. Good
2 Valves & Gears All. Good

3 Connecting Rods, Top Ends & Guides All. Good
Centre

4 Crankpins & Bearings All. Good
Centre

5 Journals & Bearings All. Good

~~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 Casing, Rotors, Blading, Bearings & Thrust

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS Good

24 INTERMEDIATE SHAFTS & BEARINGS Good

25 HOLDING DOWN BOLTS & CHOCKS Good

26 CONDENSERS (MAIN & AUX.) Good (Tested)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES Good

30 MAIN ENGINE DRIVEN PUMPS Good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES None Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is in good condition and eligible in my opinion to remain as now classed with fresh record of +LMC - 1,57 Screwshaft seen CL N 1,57 and to have the Notation "Fitted for Oil Fuel flash point above 150° F. - 1,57 N.D."

Date of Committee

Decision

THURSDAY 21 FEB 1957

+ LMC 1.57 without spl. con.

MBS 1.57

30m, 6,55. T. (MADE AND PRINTED IN ENGLAND.)

S (N) 1.57

"Fitted for oil fuel F.P. above 150°F"

CERTIFICATE WRITTEN

Engine Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

003788-003799-00412

32 Essential Independent Pumps (Identify by position) All Good

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes

35 Fresh Water Coolers 36 Lub Oil Coolers 37 Heaters (state service) Oil fuel burning Good (Ne
Feed water. Good

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 Steam Pipes 43 Have Steam Safety Valves been tested under steam?

44 Steering Machinery Good 45 Windlass Good 46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) All Good

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PROPELLION	PORT	STARBOARD	
a	Generators		Generators & Governors Good
b	Exciters		
c	Air Coolers		
d	Motors		
e	Air Coolers		
f	Control Gear, Cables, etc.		Switchboards & Fittings Good
g	Insulation Resistance		Circuit Breakers Good
h	Insulating Oil Test		Cables Good
i	Overspeed Governors		Insulation Resistance Good
j	Magnetic Couplings		Steering Gear Generators and Motors
k	Air Gap		Navigation Light Indicators Good

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

MAIN Port & Starboard Good (10th & 15th Dec.)

Supervisors Good

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to Sat. 180 lbs/sq.inch

Spt.

Boiler Securing Arrangements Good

Exhaust Gas Heated Economisers

Steam Heated Steam Connections

Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes

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

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Not examined

Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? No

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)

REPAIRS :- Screwshaft (CL) now renewed. Shaft stamped : LLOYD'S 3967 KF 28.2.56
J.L. SLD 20.4.56

Stern bush renewed.

Main engine :- Crankshaft lifted, all journal bearings remetalled. Crankshaft re-aligned. Guide shoes, previously cast iron, now fitted with white metal bearing surface. Attached pump chest, cast iron, now renewed. Attached bilge pump chest and rams renewed.

Main Condenser:- About 50% of tubes renewed.

Intermediate shafting :- All intermediate shaft lower bearings remetalled.

Shafting re-aligned.

Pumping arrangements:- About 40% of piping and several valves and fittings renewed.

Steering engine and all independent pumps reconditioned.

Windlass renewed.

Electrical Installation :- Many fittings and about 80% of wiring in engine room, 40% in other parts, renewed.

Starboard Boiler:- Two stays, outer combustion chamber side

Survey fees

Marine Lit 54,000

Boiler Survey 30,000

Screwshaft 9,000

Damage fee

Electric 18,000

Lunday fee 4,000

Expenses... 15,340

Car Land 2,360

Rev Tax 4,071

Date when A/c rendered 31/1/1954

9a

TRIESTE

Continuation of Report No. 14537 dated 30.1.57 on the

"BLUEBELL"

late to shell, top row, renewed.

Both boiler seatings part renewed.

CONVERSION TO OIL FUEL:- An oil fuel installation consisting of two oil fuel burning units with heaters, filters etc., has been fitted on board in accordance with the approved plans N°s.M3692 & M3699 and to Rule requirements.

One oil fuel transfer pump has been fitted and both service pumps adapted for use as transfer pumps. The above installation has been tested to Rule requirements and found in order. Pipe lines and fittings have been tested hydraulically to twice the working pressure.

Heating coils have been fitted in oil fuel deep tanks and service tanks and tested to 2 x W.P. on completion. Heating coils discharge into an observation tank. Funnel lamper removed.

Pump used for boiler feed not connected to bilge line.

All lead pipes in machinery spaces now replaced with steel pipes.

Steam supply to oil fuel transfer and unit pressure pumps and to steam smothering arrangements controlled from deck.

No forced draught fan fitted.

Remote controls fitted to oil fuel suction valves on service and deep tanks.

Air pipes from oil fuel tanks fitted with wire gauge diaphragms at openings.

Bilge pipes passing through deep tanks of steel with NR valves of approved type at open ends in holds.

Additional fire extinguishing apparatus fitted to Rule requirements. Steam smothering tested. On completion of the above repairs and alterations the machinery, together with the oil fuel burning installation has been examined under working conditions during trials and found in order.

S.R.L. :- (148) Under 'Cedartree'

Screwshaft to be re-examined by 10,56 (6 months limit).

This item can now be deleted from the Special Reason List.

[Signature]

Cor

LEAVE THIS SPACE BLANK