

Rpt. 9

Date of writing report 11.10.60
Survey held at CHITTAGONG

Received London
No. of visits 1

Port DACCA
First date and

No. 8
Last Date 3.10.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R. B. 20134 Name M. V.

Owners BANGLA LINE LTD

Managers

Gross tons

Date of build

Port of Registry

Engines made

By

Type

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers W. P.

No. of Aux/Donkey Boilers W. P.

Surveyed Afloat or in dry Dock Afloat

Nature of Survey REPAIR

Was Damage Report issued? No Int. Cert? YES

Last Report (For Head Office only) 19764 col

Records of Survey & Special Notations as per Register Book

Hull

Machinery

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 Journal & 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 SHAFT & 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, so far as now seen, is in good condition and eligible, in my opinion, to remain as classed without fresh record of survey subject to any conditions attached to machinery class being dealt with as previously recommended.

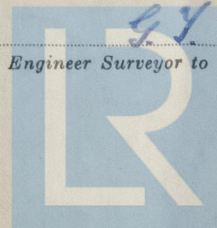
Date of Committee

Decision

THURSDAY 10 NOV 1960

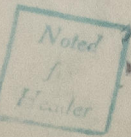
Deferred by comp CS

G. Y. Maitlo 2020
Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

004364-004368-0364



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)

PROPULSION	PORT	ELECTRICAL EQUIPMENT 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 & 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

Exhaust Gas Heated Economisers

Main Economisers

Steam Heated Steam Generators

Steam Generators 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)

REPAIR:- The air compressor of the Port Centre Generator (Blast Injection) examined and found as follows:- H.P. cylinder and piston badly scored, L.P. discharge valve seat broken away, L.P. cylinder and piston badly scored

NOTE:- It was stated that the cap nut of the H.P. piston had broken causing the scoring of cylinder and piston and that further the L.P. discharge valve seat had broken allowing valve to enter L.P. cylinder.

NOW DONE:- The spare H.P. and L.P. cylinders fitted, spare H.P. and L.P. pistons fitted, spare cooling coils fitted and all valves etc. overhauled. The generator was examined working after repairs and found in order.

For identification the following stampings were noted:-

H.P. cylinder:- LLOYDS W.T. 2,000 lbs. 4.8.53 E.E.

L.P. cylinder:- LLOYDS W.T. 250 lbs. 9.4.50 1/113 R.77

H.P. cooling coil:- LLOYDS W.T. 2,000 lbs. No 2087 B.S.

L.P. cooling coil:- LLOYDS W.T. 2,000 lbs. No 2083 B.S.

LEAVE THIS SPACE BLANK

Survey fees

REPAIR

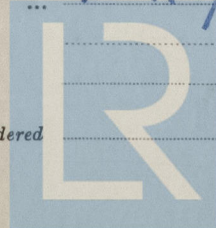
Rs. 250/-

Damage fees

Expenses

Rs. 115/-

Date when A/c rendered



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Foundation