

Rpt. 9

Date of writing report 15.3.60

Received London

Port GREENOCK

No. 26549

Place held at TAIL OF THE BANK

No. of visits 1

First date &

Last date 11.3.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 28596 Name M.V. SALACIA Gross tons 5572 Date of build 1937-8

Owners DONALDSON LINE LTD. Managers DONALDSON BROS. & BLACKUP Port of Registry GLASGOW

Engines made 1937 By HARLAND & WOLFF LTD. GLS. Type OIL ENGINE 2 D.A.

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. 1

No. of Aux./Donkey Boilers 2 D.B.W.P. 120 L.B.

Surveyed Afloat TAIL OF THE BANK

Nature of Survey DAMAGE

Was Damage Report issued? Int. Cert. YES

Last Report (For Head Office only)

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.

Hull	Machinery
+100 A.I. WITH FREEBOARD	+ L.M.C. C.S. 2.57.
DOCKING 4.59.	D.B.S. 2.59.11.59.
S.S. 12.56.	C.L. 12.56 N.
	S.P.S. 9.59.
OSD	+ LLOYDS R.M.C. OIL ENGINE.

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

1 Cyls., Covers, Pistons & Rods

2 Connecting Rods & Top Ends

3 Crankpins & Bearings

4 Journals & Bearings

5 Levers

6 SCAVENGE BLOWERS

7 SUPERCHARGERS

MAIN TURBINES

8 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this ship as now seen is in efficient order and eligible in my opinion to remain as now classed without fresh record of survey subject to the main engine No 5 Unit being specially examined and repaired as found necessary at Glasgow towards which port ship is now proceeding.

GLASGOW 29 MAR 1960

Date of Committee

Decision Deferred for 75 x hourly repairs

10m,4,57. T. (MADE AND PRINTED IN ENGLAND.)

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)

Attended on board ship for DAMAGE to No. 5 Unit of the main engine stated to have been sustained on the 10th March 1960 at 8.30 P.M. when the main piston rod broke in the crosshead above the bottom nut.

NOW DONE.

No. 5 Unit of the main engine disconnected and engine prepared for running on 4 units.

The manoeuvring of the main engine was tested and found satisfactory.

The Owners Superintendent stated that the ship would be proceeding to Glasgow where repairs would be effected.

It is recommended that main engine No 5 unit be specially examined and repaired as found necessary at Glasgow towards which port ship is now proceeding.

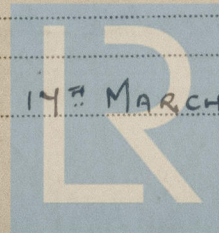
LEAVE THIS SPACE BLANK

Survey fees ... DAMAGE £4.4.0.

Damage fee ...

Expenses... ..

Date when A/c rendered 14th MARCH 1960.



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Lloyd's Register Foundation

Noted.
Subject as this defect.
6.4.60
C.H.H.