

Rpt. 9

Date of writing report 12th July, 1962

Survey held at Hvastad

Received London

No. of visits 5

Port ÅBO

First date 19th June

No. 661

Last date 27th June 1962

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 21414 S.S. Name M.V. MARTINA

Owners Rederi Ab Marine

Managers Karl Kärne

Gross tons 607

Date of build 5-1939

Engines made Gl's

By

British Polar Engines Ltd.

Port of Registry Marihamn

No. of Main Engines 1

No. of Screws 1

Type Oil Eng. 2 SA 12y. 340 x 570 mm

No. of Main Boilers

W.P.

No. of Aux./Donkey Boilers

W.P.

Surveyed Afloat or in Dry Dock in drydock

Nature of Survey DS

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1	+LMC
SS 12/59	DS 12/59
DS 9/60	TS 02 9/60

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

Fastenings Good

Has Screwshaft Tubeshaft been drawn? No

Oil Glands Good

Sea Connections

Has Shaft now fitted been previously used?

Date of Examination

Has Shaft been changed? No

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

Has Shaft now examined/fitted a continuous liner?

Approved oil gland?

1 Cyls., Covers, Pistons & Rods

No. 4 Good

STARBOARD

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides

Side

No. 4 Good

Centre

4 Crankpins & Bearings

Side

No. 4 Good

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 & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS

Have Main Engines been tested working and manœuvring? No

The machinery of this vessel is so far as now examined in good condition and eligible in my opinion to remain as classed with fresh record of CS when the survey has been completed.

Date of Committee

TUESDAY 31 JUL 1962

Decision

Amend

50m.4.59 T. (MADE AND PRINTED IN ENGLAND)

Noted  
for  
Header

Engine Surveyor to Lloyd's Register of Shipping

005337 - 005343 - 0152

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)

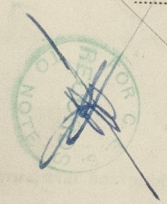
Table with 4 columns: PROPULSION, PORT, ELECTRICAL EQUIPMENT STARBOARD, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, and various auxiliary equipment like Generators & Governors, Motors, Switchboards & Fittings, etc.

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)

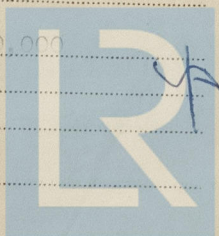
Repairs due to wear and tear:
Brass propeller taken ashore and left for repairing of blade tips bent and cracked in sailing under winter conditions. Spare propeller, also brass, marked RTH Lloyd's 2524 DMB 27.5.53 MP&Co. Birkenhead, Seainton, Dia 6.32 ft. Pitch 5.38 ft surface 17.5 sqft, now fitted.
The ME cyl. liner No.4 replaced because of liner wear and leakage through the rubber sealing ring from the w. jacket to the exhaust side. New liner found to be marked 2/6208 Lloyd's test 100 lbs 4.10.54. Cooling w. side pr tested after inserting of the new liner to 3.5 kgs and found the sealings to be tight.



LEAVE THIS SPACE BLANK

Survey fees £5,000:-
Damage fee ... 2,500
Expenses... 10,000

Date when A/c rendered



Handwritten notes and stamps at the bottom left, including 'It is submitted that this vessel is eligible to remain in CLASS' and various signatures.