

Rpt. 9

Date of writing report 12th July, 1962

Survey held at Nyatad

Received London

No. of visits 5

Port ÅBO

First date 19th June

Last date 27th June 1962

No. 661

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 21114 S.S. Name M.V. MARTINA

Owners Rederi Ab Marine

Managers Karl Kähne

Gross tons 607

Date of build 5-1939

Engines made Gls By British Polar Engines Ltd.

Port of Registry Mariehamn

No. of Main Engines 1 No. of Screws 1

Type Oil Eng. 2 SA 4Cy. 340 x 570 mm

No. of Main Boilers W.P.

Records of Survey & Special Notations as per Register Book +100 52

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)

Hull	Machinery
+100A1	+IMC
SS 12/59	OS 12/59
DS 9/60	TS 09 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 Oil Glands Good Sea Connections

Fastenings Good Has Screwshaft Tubeshaft been drawn? No Date of Examination Has Shaft been changed? No

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 X STARBOARD

- 1 Cyls., Covers, Pistons & Rods No. 4 good
- 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

SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

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? No

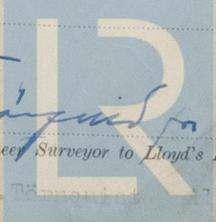
OPINION OF MACHINERY AND RECOMMENDATIONS
 The machinery of this vessel is so far as now examined in good condition and eligible in my opinion to remain as classed with fresh record of OS when the survey has been completed.

TUESDAY 31 JUL 1962

Date of Committee Decision

Noted for Header

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



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Engineer Surveyor to Lloyd's Register of Shipping

Foundation

005337 - 005343 - 0152



If so, is the Report sent now, or when will it be sent?

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)

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PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	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)

Repairs due to wear and tear:

Brass propeller taken ashore and left for repairs of blade tips banded and cracked in sailing under winter conditions. Spare propeller, also brass, marked R.H. Lloyd's 2534 DMB 27.5.53 MP&Co. Birkenhead. Scimitar, Dia 6.32 ft. Pitch 5.38 ft surface 17.5 soft, now fitted.

The No. 4 liner 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 2/6308 Lloyd's test 100 lbs 4.10.54. Cooling w. side pr tested after inserting of the new liner to 2.5 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



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It is submitted that this vessel is eligible to remain on CLASSED.

23.12.2012

Approved by the Surveyors