

Rpt. 9

Date of writing report 6-5-1959.

Survey held at Kasado, Japan

Received London

No. of visits 3

Port Shimonoseki.

No. 953

First date 26-5-1959

Last date 4th May, 1959.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 84701 Name ~~M.V.~~ "WELLINGTON" Gross tons 5100 Date of build 12-1950

Owners Far Eastern & Panama Transport Managers Corp. Port of Registry Panama

Engines made By Sunderland N.E. Marine Eng. Co. Ltd. Type T 3cy.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 3 W.P. 180 psi

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Both

Nature of Survey BS & TS (CL)

Was Damage Report issued? No Int. Cert.? Yes, (C-7420), copy attached.

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100A1 (Dr) 8/56 with freeboard	LMC Engines 8/56
SS Smk (Dr) 8/56	Boilers M 9/57
Docking 9/57	Tailshaft CL 7/56N
	Steampipes 8/56

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 3.3 mm Oil Glands - Sea Connections good
 Fastenings good Has Screwshaft been drawn? Yes Date of Examination 26-4-1959 Has Shaft been changed? NO
 Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? Yes 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

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

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 & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

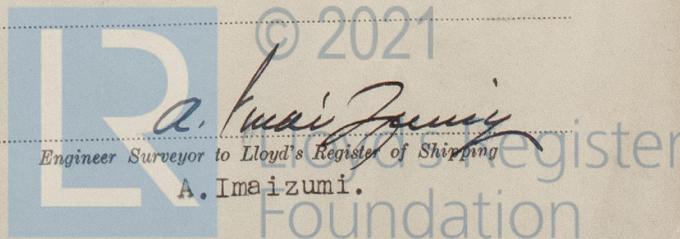
OPINION OF MACHINERY AND RECOMMENDATIONS
The machinery of this ship so far as now seen, is in good condition and eligible in my opinion to remain as now classed with fresh record of BS 5/59 & TS (CL) 5/59 in the Register Book.

TUESDAY 30 JUN 1959

Date of Committee

Decision MBS 5, 59 TSS 59

Noted for Header



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)

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
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 Port, centre & starboard boilers
 ex'd throughout on 28th April, 1959 good.
 Superheaters removed some previous date
 Safety Valves good
 Mountings, Doors & Fastenings good
 Safety Valves Adjusted to { Sat. 180 psi
 { Spt. -
 Boiler Securing Arrangements good
 Main Economisers - Exhaust Gas Heated Economisers -
 Steam Heated Steam Generators - Steam Generator Safety Valves Adjusted to all good
 Forced Circulating Pumps -
 Were Oil Burning System & Remote Controls examined working in accordance with Rules? all good
 Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel good

EXAMINATION & TESTING OF STEAM PIPES (State material)

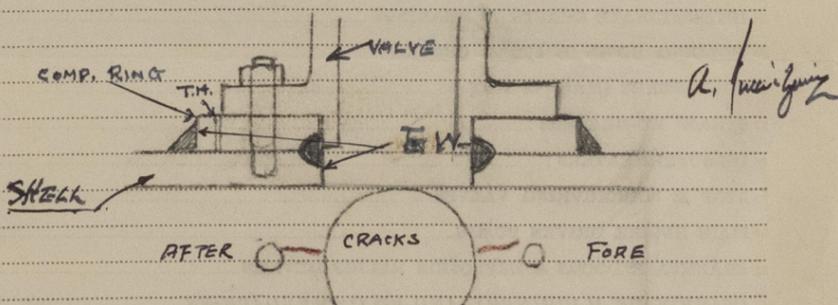
Main Auxiliary (over 3 in. bore)

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)

Wear & Tear Repair:
 Centre boiler shell plate cracked. Two small cracks in shell plating from opening to stud hole at auxiliary steam stop valve fore & after. Cracks veed out & rewelded and stop holes drilled at end of cracks & plugged. Afterwards compensating plate fitted by EW and valve refitted, examined and found satisfactory.

Bilge ballast pump sea suction valve refastened (securing studs & nuts worn).



NBS due 9/58 now held.
 Docking. 1 shaft seen.

It is submitted that this vessel is eligible for THE RECORD. NBS 5/59 TSCH 5/59

LEAVE THIS SPACE BLANK

19/6/59

Survey fees ... B.S. £36,000
 T.S.(CL) 10,500

Damage fee ...

Expenses... See Rpt.8 No.953

Date when A/c rendered 26. MAY 1959
 LOCALLY