

Rpt. 9

18 JUL 1962

Date of writing report 30TH June 1962

Received London

Port Rijeka

No. 1508

Survey held at Pula

No. of visits 16

First date 2.5.62

Last date 15.6.62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 25355 Name M.V. OSTRAVA Gross tons 13339 Date of build 4.1959
 Owners Czechoslovak Ocean Shipping Managers Port of Registry Prague
 Engines made 4.1959 By Brodogradilište "Uljanik" - Pula Type Oil Eng. 2SA 7 cyl. 740x1600 mm B&W
 No. of Main Engines 1 No. of Screws 1
 Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. Pri 710 lb
 No. of Aux/Donkey Boilers 2 W.P. sec. 180 lb
 No. of Aux. B(ex gas 1 W.P. 180 lb
 Surveyed Afloat or in Dry Dock afloat
 Nature of Survey ES(CS); DBS & repairs
 Was Damage Report issued? No Int. Cert.? Yes
 Last Report (For Head Office only)

Hull	Machinery
+ 100 Al	+ LMC
oil tanker	ES 4/59
DS 10/60	ABS 4/59
	TS(CL) 4/59

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 L.C.) PORT X STARBOARD

1 Cyls., Covers, Pistons & Rods Nos. 1, 2, 3, 4, 5, 6 & 7 good
 2 Valves & Gears all good
 3 Connecting Rods, Top Ends & Guides Side Centre Nos. 1, 4 & 7 good
 4 Crankpins & Bearings Side Centre Nos. 1, 4 & 7 good
 5 Journals & Bearings Nos. 1, 2, 3, 5 & 9 good

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 both - good
 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.) good (tested)
 27 STEAM RE-HEATERS -
 28 DE-SUPERHEATERS -
 29 STOP & MANOEUVRING VALVES gear good
 30 MAIN ENGINE DRIVEN PUMPS -
 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES - Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this ship, so far as now seen, is in good and efficient condition and eligible, in our opinion, to remain as at present classed in the Register Book with fresh record of C.S. (with date) when the Survey has been completed, and DBS 2.61 as previously recommended, when the Safety valves of the Port D.B. have been adjusted under steam on ship's arrival at Trieste, and subject to the Starboard Donkey Boiler steam drum side and bottom fire tubes being renewed, and secondary drum header tubes being dealt with as necessary at the earliest opportunity.

Date of Committee Decision MONDAY 27 AUG 1962
 See Udn 3355

Has a Survey also been held on Ship? 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) 2 M.E. Lub. oil pumps (SSA INB. & OUT); S.W. & F.W. M.E. Circ. pumps (SSA); ballast pump (PSP); O.F. transfer pump (PS)

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 M.E. (SSA) 36 Lub. Oil Coolers M.E. (SSA) 37 Heaters (state service)
 38 Independent Air Compressors, Coolers & Safety Devices
 39 Air Receivers & Safety Devices—Main (1) P.S. forward 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 good 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

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
 port oil fired donkey boiler 7.6.62

Superheaters
 Safety Valves Good
 Mountings, Doors & Fastenings Good
 Safety Valves Adjusted to (Sat. Primary system: Remains to be adjusted
 Spt. Secondary system: 180 lbs/sq. inch
 Boiler Securing Arrangements good
 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? YES Forced Circulating Pumps
 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 repairs: Main engine cylinder liners Nos. 1, 2, & 7 worn beyond economical operation and renewed at this time at the Owners proposal.
 Main Engine Nos. 1, 2, 3, 5, 6 & 7 piston crowns deformed and heavily scored. Three pistons were completely renewed and fitted to the new cylinder liners Nos. 1, 2 & 7. Pistons Nos. 3, 5 & 6 were fitted with new piston crowns.
 All Main Engine piston rods were lightly ground and made smooth on working surfaces.
 All pistons with piston rods were hydraulically tested after assembly.
 All Main engine cylinder covers and ship's spare cover were taken to the workshop and hydraulically tested. The covers were repaired by electric welding as necessary and subsequently retested, and found satisfactory. One new cylinder cover was placed on board the ship, as an additional spare.
 All Main Engine exhaust valves opened up and overhauled.
 Main Engine reversing gear opened up and the two crankshafts of the upper main chain wheel renewed at the proposal of the Owners superintendent. Main chain wheel shaft end bearing white metal found broken. The bearings remetalled, machined and refitted.



LEAVE THIS SPACE BLANK

C.S. Survey fees £ 15-00-00.
 W.&T. repairs £ 27-00-00.
 Part DBS. £ 10-00-00.
 Damage fee ...
 Trav. Expenses... £ 3-10-00.
 Late atten. £ 3-11-00.

Date when A/c rendered

on the S.S./M.S. "OSTRAVA"

Main Engine Nos. 2 & 3 main bearing bottom halves, white metal found broken. The bearings remetalled, machined and placed on board ship as spares. The ship's spares main bearings fitted to the engine.
 Main engine No. 4 bottom end bearing, white metal found broken. The bearing remetalled, machined and placed on board the ship as spare. The ship's bottom end bearing fitted to the engine.
 Main engine No. 4 top end after bearing bottom half, white metal found broken. The bearing remetalled, machined and placed on board the ship as spare. The ship's spare top end bearing fitted to the engine.
 Other minor wear and tear repairs effected on Main Engine and Auxiliary machinery. A CO2 installation was fitted to the machinery spaces and is in addition to the existing approved fire fighting arrangements. A copy of the CO2 installation plan No. SE-4783/3A is enclosed herewith for your information.
 Starboard Donkey Boiler (Damage) An Interim Certificate on board the ship issued by the Society's Venice Surveyors dated 9.2.1962. recommended that Starboard Aux. Boiler be repaired as found necessary.
 Now done. The starboard Donkey Boiler side and bottom fire row tubes, 96 total in number, were cut out for renewal. The Owners Superintendent stated that replacement tubes had been despatched to Pula, but had been impounded by the Customs Authorities. Repeated attempts were made to secure the release of the tubes without success. The tubes were released and placed on board the day the ship departed from Pula. Arrangements had been made for drydocking and the Owners Superintendent proposed that the fitting of the tubes be effected at that time.
 The starboard Donkey Boiler secondary header tubes were removed for cleaning and it was found that three tubes had previously been stoppered. The header tubes (secondary) were found to be generally heavily corroded and fitted. Fifteen in number replacement tubes (spares) were on board the ship and these were fitted to the header at this time. (Three stoppered tubes being renewed.) Subsequently the header tubes were tested under hydraulic pressure and further tubes inside the nest were found to be leaking. The Owners Superintendent stated that a complete set of header tubes will be ordered and that arrangements will be made for the defective tubes to be renewed at the earliest opportunity and within the next four months.
 Port Donkey Boiler. The port donkey boiler was examined together with the principal mountings. Subsequently the boiler was prepared for adjusting the safety valves under steam. After blowing the primary safety valves they failed to reseat properly. Since the ship was ready for departure to Trieste the Owners Superintendent stated that arrangements will be made for the primary safety valves to be adjusted under steam at that port.
 The secondary system safety valves were adjusted and found satisfactory.

H.P. Watson & J. Threlking

