

Ship's Name SS/MS **BALKAN**

Gross tons **7372** Port of Registry **Varna** Port **Yokohama**

Date of build **1944-5** Is there a rpt. 8? **No** Rpt. No. **5606**

No. of visits **1** First date & Last date **18-11-64**

Interim Cert. issued & copy herewith? **Yes** Damage rpt. issued & copy herewith? **Yes** Last rpt. (H.Q. only) **NWC 788**

Date of completing rpt. **21-11-64** Surveyed at, if different from Port above **Chiba**

Is a rpt. 9A attached? **No** MN **490** Nature of survey **ABS & Damage**

Survey fees **ABS £ 10- 0- 0** Damage fee **£ 5- 0- 0** Expenses **£ 8-10- 0**

S.A. fee **£ 6- 0- 0**

DOCKING

Propeller Sea connections Oil gland
Wear down of stern bush (if relined, state clearance before and after)

Fastenings Date of examn.

Has screw/tube shaft been drawn? Has shaft now fitted been previously used?

Has shaft been changed? Has shaft now examined/fitted a continuous liner? Approved oil gland?

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG) MAIN

Air heaters

Superheaters

Safety valves

Mountings, doors and fastenings

Safety valves { Sat P & S Boiler 150 lbs.
adjusted to { Spt -

Boiler securing arrangements

Main economisers Exhaust gas heated economisers and their safety valves

Steam heated steam generators Steam generator safety valves adjusted to

Forced circulating pumps Funnel

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules? Were oil burning system & remote controls examined in accordance with rules? Yes

I recommend that the machinery of this ship remain as classed with/without fresh record of ABS 11/64 as previously recommended, subject to the auxiliary circulating pump engine crankshaft, entablature and main bearings being renewed by February 1965 (3 months limit) and also to any outstanding conditions of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

THURSDAY 28 JAN 1965

As now subject
ABS 11.64

H. TERASHIMA
Surveyor to Lloyd's Register of Shipping

ALSO FOR

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At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a	Generators	l	Generators & governors
b	Exciters		
c	Air coolers	m	Motors
d	Motors		
e	Air coolers	n	Switchboards & fittings
f	Control gear cables, etc.	o	Circuit breakers
g	Insulation resistance	p	Cables
h	Insulating oil test	q	Insulation resistance
i	Overspeed governors	r	Steering gear generators & motors
j	Magnetic couplings	s	Navigation light indicators
k	Air gap		

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

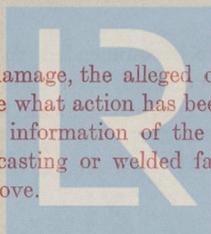
Damage, stated caused by latent defect:

Aux. circulating pump steam engine, vertical single steam cylinder engine; stated crankshaft broken during running at Chiba Port on 14th November 1964.

Found:

Crankshaft was broken at web of coupling side bearing, entablature fractured in way of coupling side and fore & aft main bearing white metals scored. The fractured part of crankshaft was found black color and considered that the fracture started long time ago. The ballast pump now used for auxiliary circulation and it is recommended that the crankshaft, entablature and main bearings be renewed by February 1965 (3 months limit). Appropriate entry to be made in the S.R.List.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.



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